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HONGKONG, FRIDAY, SEPTEMBER 18TH 1925

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WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44
Shatin	7.03	9.38	10.51	12.21	1.38	4.58
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09
Tai Po Market	7.31	9.53	11.08	12.38	1.53	5.13
Fanning	7.43	10.08	11.18	12.48	2.03	5.23
Shuanghai	7.58	10.07	11.23	12.53	2.07	5.28
Shum Chun	7.43	10.13	11.29	12.59	2.13	5.34

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	7.21	8.06	10.38	11.40	3.00	4.17
Shuanghai	7.28	8.12	10.45	11.47	3.07	4.24
Fanning	7.33	8.18	10.49	11.51	3.11	4.28
Tai Po Market	7.43	8.28	10.59	12.02	3.21	4.38
Tai Po	7.46	8.30	11.04	12.07	3.25	4.42
Shatin	7.59	8.43	11.17	12.21	3.38	4.56
Yau Ma Tei	7.59	8.43	11.29	12.33	3.50	5.08
Kowloon	8.20	9.03	11.57	12.41	3.58	5.15

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	2.25	5.29
Yau Ma Tei	6.50	9.24	10.39	12.09	2.31	5.35
Shatin	7.03	9.38	10.51	12.21	2.43	5.51
Tai Po	7.16	9.49	11.04	12.34	2.56	6.04
Tai Po Market	7.31	9.53	11.08	12.38	3.00	6.09
Fanning	7.43	10.08	11.18	12.48	3.11	6.20
Shuanghai	7.58	10.07	11.23	12.53	3.15	6.24
Shum Chun	7.43	10.13	11.29	12.59	3.21	6.30

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	8.13	10.38	11.40	13.00	4.17	5.40
Shuanghai	8.19	10.45	11.47	13.07	4.24	5.46
Fanning	8.23	10.49	11.51	13.11	4.28	5.51
Tai Po Market	8.33	10.59	12.02	13.21	4.38	6.01
Tai Po	8.37	11.04	12.07	13.25	4.42	6.05
Shatin	8.47	11.17	12.21	13.38	4.56	6.18
Yau Ma Tei	8.47	11.29	12.33	13.50	5.08	6.30
Kowloon	8.11	11.57	12.41	13.58	5.15	7.07

SHA TAI KOK BRANCH. WEEK DAYS.

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	2.20	8.25	6.30	10.15
Shatankok	8.40	12.25	3.15	7.20	7.25	11.10

SUNDAYS AND PUBLIC HOLIDAYS.

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	2.20	8.25	6.30	10.15
Shatankok	8.40	12.25	3.15	7.20	7.25	11.10

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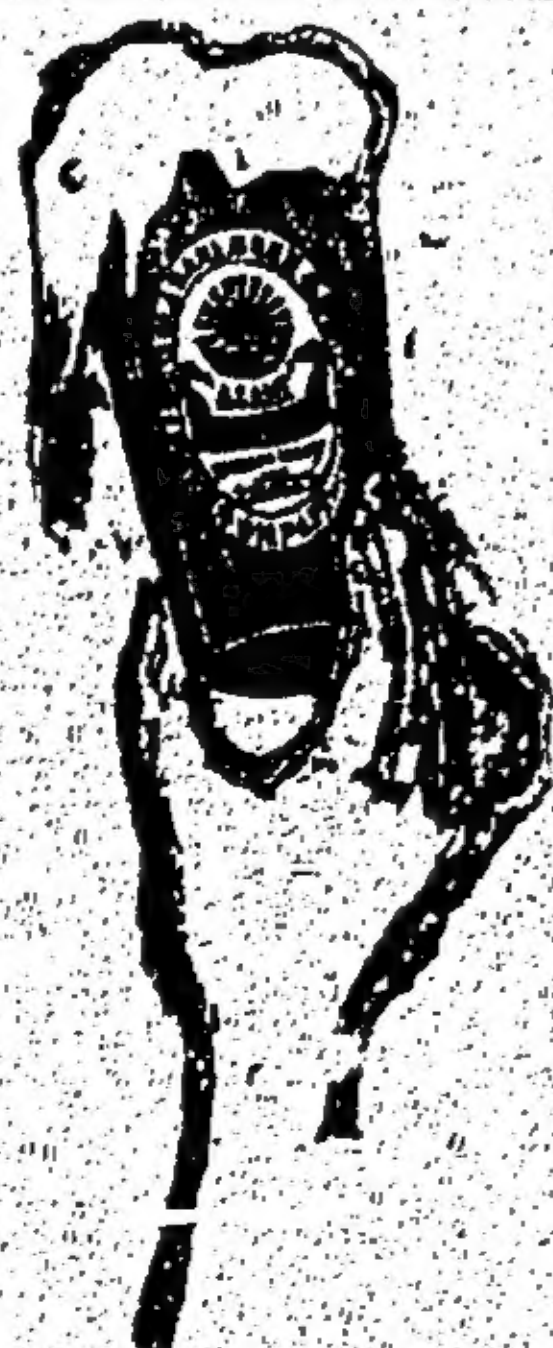
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HONGKONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LIEUT. COL. L. G. BIRD, D.A.C.,
ADMINISTRATIVE COMMANDANT.]

No. 491.

Part I.

ARTILLERY COMPANY.

TRAINING.—Parade at Corps Headquarters at 5.30 p.m. on Tuesday, 22nd September, 1923. Dress: Mufti.

MUSKETRY.—Part II. will be fired at Stonecutters Range on Sunday, 20th September, 1923.

Range Officer: 2nd-Lieut. M. P. Con-cannon, M.O.

Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress.—Uniform optional, but rifles, bayonets and pouches must be taken.

ARMS.—Rifles and bayonets must be drawn from Headquarters on Friday, 18th September, between 10 a.m. and 12 noon, or 2 p.m. and 4 p.m., or 5 p.m. and 8 p.m., and Saturday, 19th September, between 9 a.m. and 1 p.m.

MOUNTED INFANTRY COMPANY.

MUSKETRY.—Part I. will be fired at Peak Range on Sunday, 20th September, 1923.

Parade at Headquarters at 8.30 a.m. Range Officer: 2nd-Lieut. J. Bartholomew.

Dress.—Uniform optional but rifles, bayonets and pouches must be taken.

ARMS.—Will be drawn as detailed for Artillery Company.

ARMOURD CAR COMPANY.

Friday, 18th Sept., 5.30 p.m.—Mobile Column for Vickers Gun under Sgt. Instructor Hancock.

Monday, 21st Sept., 5.30 p.m.—Gunnery N.C.O.'s under Sgt. Instructor Hancock.

Drivers as detailed by Sgt. Bruce. Mobile Column for Signalling under Pte. Hopkins.

Musketry Class under Lance-Corpl. Matheson.

Members of the Mobile Column attending the Formation Ride in the New Territory on Sunday must inform Corpl. Edwards. Car lighter leaves Hongkong at 8.30 a.m.

INFANTRY COMPANY.

Part II. of the Annual Musketry Course will be fired at Stonecutters Range on Sunday, 27th September, 1923, by Nos. 1, 2 and 3 Platoons only.

Range Officer: 2nd-Lieut. A. H. Penn. Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress.—Uniform optional, but rifles, bayonets and pouches must be drawn from Headquarters on Friday, 25th September, between 10 a.m. and 12 noon, or 2 p.m. and 4 p.m., or 5 p.m. and 8 p.m., and on Saturday, 26th September, between 9 a.m. and 1 p.m.

Sports.—The following have been appointed as Infantry Company Sports Committee: 2nd-Lieut. A. H. Penn, C.Q.M.S. S.E. Green, Lee-Corpl. K. A. Mason, Lee-Corpl. H. T. Buxton, and Pte. E. A. Brodie.

SCOTTISH COMPANY.

Part I. Musketry.—Peak Range has been allotted to Scottish Company on Sunday, 4th October, 1923. All those who have not yet fired or qualified in Part I. must attend on that day. Details will be issued later.

N.C.O.'s Class of Instruction will be held at Corps Headquarters on Tuesday, 22nd September, at 5.30 p.m. All N.C.O.'s are requested to attend and also any others who are interested.

Dress: Mufti. Rifle, belt and bayonet.

ASSOCIATION FOOTBALL.—Scottish Company will play, Infantry Company on Kowloon Football Club ground on Monday, 21st September. Kick-off at 5.15 p.m.

Scottish Co. sports, 31st October. Scottish Co. dinner, 31st October. Scottish Co. Reel Club.

A full attendance is requested at a meeting to be held in Corps Headquarters on Tuesday, 22nd September at 6.30 p.m., to discuss arrangements and elect committees.

MUSKETRY.

Ranges have been allotted as follows: Stonecutters. Sunday, 20th Sept.: Artillery Co. 27th Sept.: Infantry Co. Peak.

30th Sept.: Mounted Infantry Co. 37th Sept.: Artillery and Infantry Co. 4th Oct.: Scottish Co. 18th Oct.: Armoured Car Co.

TRANSFER.

No. 288 Pte. Uquhart, D.D. No. 2 Platoon, is permitted to transfer to No. 2 Platoon as from this date.

Part II. RESIGNATIONS.

The following are permitted to resign from the Corps as from this date: No. 920 Pte. J. E. Ollerton, Mounted Infantry Co. No. 850 Pte. W. Galloway, Armoured Car Co. No. 608 Pte. A. Q. Prior, Infantry Co. J. D. JOLL, Captain, Adjutant, H.V.D.C. Hongkong, Friday, 18th September, 1923.

FRENCH BANK STRIKE.

MANY WOMEN INCLUDED.

Referring to the French bank strike, which has just concluded, the Paris correspondent of a London paper wrote recently:—

There can be no doubt that the bank employees of France, who hitherto have been regarded as most unlikely of all people to resort to a stoppage of work to have their grievances remedied, have now taken up the question of their pay in dead earnest. Mature clerks who receive the equivalent of from £3 10s. to £8 per month have, it must be admitted, the public ear when they submit it is impossible to live decently, and very awkward to maintain an outward semblance of well-being on such wages. A visit to the usual morning meeting in the Japy gymnasium suffices to convince one of the wonderful enthusiasm with which this strike, possessing so many novel features, has been taken up. The gymnasium is a vast place, said to be capable of accommodating 15,000 people. That is probably an over-estimate, but it is an astonishing experience to see the hall crammed on the floor and in the galleries, as it has been every day recently. This is a strike in which women are involved equally with men, and to-day's multitude seemed to be composed of equal proportions of the sexes. Once one gets wedged into a position in the hall, it is necessary to retain it to the end of the gathering, so tightly packed is the audience. So far as men were concerned, it struck one as being essentially a straw hat demonstration, for there were several thousands of this type of head covering. For the most part the men are young, and this is only what might be expected, for it is not easy for a clerk who has grown grey in the service to desert his desk, however bitter may be his feelings on the question of inadequate pay and the continually rising cost of living.

POLITICAL ISSUES EXCLUDED.

The army of young men would be disapproving to a Communist or even a Socialist organization, so strikingly orderly are the proceedings and so moderate the style of language. An illustration of the spirit in which this pathetic attempt to obtain an extra 100f. per month is being conducted was forthcoming when a speaker who was emphasising the necessity of the Government taking resolute hand in the settlement of the conflict was interrupted with a shout of "Nationalisation is needed." The speaker waved the interruption aside with the remark that they were not concerned in this strike with political propaganda, and in this he had the full sympathy of his audience. "Nos Cent Francs" is the battle cry, and it is only elementary fairness to pay a tribute to the persistent endeavour of the leaders to keep politics out of the dispute and to concentrate on the 100f.

The inclusion of so many women is another feature of the strike. Here again most of the strikers are young, and the stoppage of work and pay is as serious a matter for them as it is for their male comrades. They seem to be as determined as the men are to continue this struggle "jusqu'au bout." Certainly the presence of some thousands of girls and young women day after day at a manifestation of strikers is an impressive reminder of the modern evolution of industrialism. There was an extraordinary scene when it was announced from the chair that some 1,500 employees of the Société Générale, most of whose personnel had so far remained at work, had joined in the strike, and when an effort was made to find room in the already packed hall for this body of recruits there was prolonged cheering and clapping of hands, and a similar demonstration could be heard among the crowds collected outside the buildings. Other occasions for outbursts were the announcements of the growth of the movement in provincial centres by delegates who have paid visits there. According to these statements, the strike must be spreading rapidly in many towns. Apart from provincial centres, a deputation paid a visit to Brussels, and the reading of a resolution of sympathy and support from Belgian employees was greeted with particular applause. It was prophesied by one orator—for the movement is producing its real orators—that one effect of the strike will be the giving of publicity to the resources and profits of the banks—an observation of special interest in view of the contention of the directors that a concession of the increased pay demanded would mean a diminution of annual dividend varying according to the type of bank from 35 to 70 per cent.

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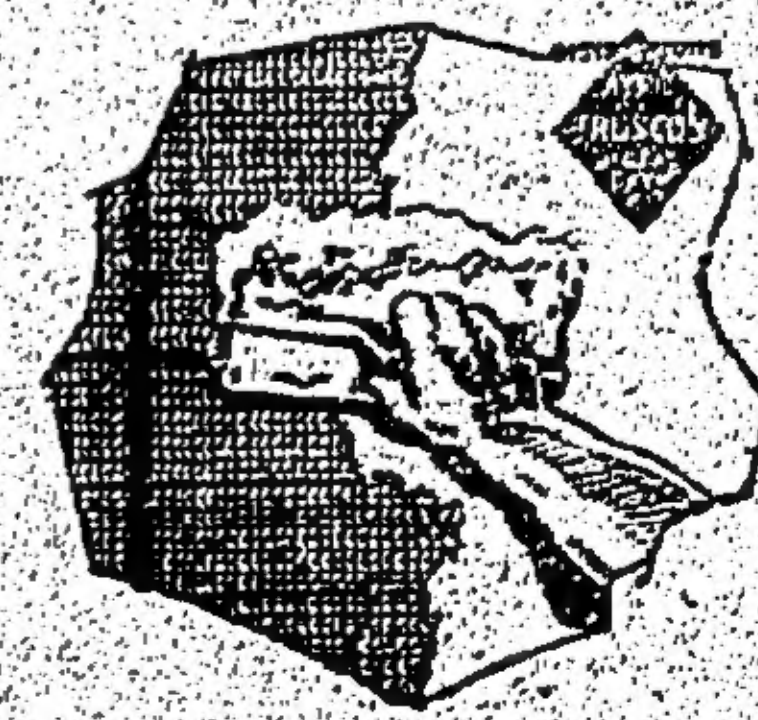
Telegraphic Address: "ESTATES"

109

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Representatives for South China

St. George's Building, Hongkong

LOCAL SPORT.

CRICKET.

DIOCESAN BOYS SCHOOL LOSE TO UNIVERSITY "B."

The Diocesan Boys' School cricket XI and the University 2nd XI played on the University Ground on Wednesday when the University won on the first innings.

For the School, Zimmern was the top scorer but he only made ten runs. The Rev. T. W. Featherstone, W. Hunt, and H. Lee scored nine each. Lam, the University bowler, took six wickets for 24 runs.

The University team owed their victory to the fine batting of Sling, who made 53 runs. Of the D.B.S. bowlers, Zimmern was the most successful, securing 4 wickets for 20 runs.

Scores:—

D.B.S.	U. 2nd
F. J. Zimmern, b Lam	10
D. J. Anderson, b Zimmern	2
Rev. T. W. Featherstone, b Lam	9
J. L. Youngs, run out	0
F. Samy, b Lam	7
W. Hunt, b Lam	9
R. Lee, b Lam	2
A. Lee, b Ong	2
R. Gerrard, b Lam	4
E. Goddard, b W. Ong	0
L. Gutierrez, not out	0
Extras	14

Total 60

University 2nd.

B. P. Ng, c Goddard, b Lee	4
E. Zimmern, c Anderson, b Zimmern	1
W. Sling, b Zimmern	53
B. N. Sudan, run out	10
C. K. Ong, run out	7
V. E. Vicar, b A. Lee	6
C. W. Lam, b Lee	13
H. Y. Leong, b Zimmern	9
F. Hiptools, b Zimmern	5
H. T. Barma, b F. Lee	2
J. Tajima, not out	2
Extras	21

Total 131

Bowling Analysis.

D.B.S.	U. 2nd
B. N. Sudan	8 18 1
C. W. Lam	10.1 5 24 6
C. K. Ong	3 1 8 2

University 2nd.

	O.	M.	T.	W.
A. Lee	10	2	38	2
F. I. Zimmern	12	3	20	4
J. Youngsaye	1	—	3	1
E. Goddard	4	—	20	—
H. Lee	6	—	28	—

FOOTBALL.

H.V.D.C. INTER-COMPANY MATCH.

Teams representative of the Infantry Co. and the Scottish Co. of the H.V.D.C. will meet on Monday, in a "soccer" match.

H.K.F.C. v. "HERMES."

The Hongkong Football Club defeated the Hermes team on Wednesday evening by 4 goals to 1. Johnson at centre-forward for the Club scored the four goals. The Hermes scored through a penalty. The Club lined up as follows:—Bodger; Hill and Owick; Moodie, Forsyth and McBride; Banner, Spary, Johnston, Brodie and Watson.

WATER POLO LEAGUE.

At the V.R.U. swimming pool, last evening, the K.B.S.F.B.A. "A" defeated the V.R.C. "B" team by three goals to one, in the Water Polo League.

After dinner last night, the V.R.C. "A" team defeated H.M.S. Hermes by 2 goals to nil.

MATCHES FOR MONDAY.

On Monday next the following matches will take place:—Hongkong Electric Co. v. K.B.S.F.B.A.; H.M.S. Carlisle v. H.M.S. Ambrose.

INTERPORT BOWLS MATCH.

TO BE PLAYED NEXT MONTH.

The Shanghai Interport Bowls team, which is to meet Hongkong, are sailing from the North on October 3rd by the *Empress of Asia*. Six players have been selected.

No date has yet been fixed for the match but it will probably be held on Saturday, October 10th.

The Kowloon Bowling Green Club is the traditional venue of the Interport matches, and if it is the desire of the Association, the Club will probably be again prepared to stage the match.

The number of matches with Club teams will depend on the duration of the visitors' stay.

SHORTHAND EXAMINATION.

The name of Miss Heriella Barbo, of St. Mary's School, was by mistake omitted from the list of Elementary Shorthand passes forwarded to us by the Canadian Institute and published in our columns yesterday.

LOCAL SHARE MARKET.

YESTERDAY'S MEETING OF BROKERS.

Lee House Street is still in the throes of uncertainty as to the future. A meeting was held yesterday morning to discuss the question of the re-opening of the Exchange, but was adjourned without any decision being reached. Some of the brokers present feared the consequences of re-opening, but as one well-known broker remarked to a *Daily Press* representative, the situation has to be faced at some time or another.

The opinion of one section of brokers is that an open market now would lead to low quotations, which would not reflect the true value of the shares of local companies, and that large operators would be able to buy at artificially low rates. On the other hand the argument is advanced that an open quotation list is an essential preliminary to the return of normal business.

There was a further meeting yesterday afternoon of the Commission of Enquiry which is investigating the manner in which share transactions are carried out in the Colony. We understand that the Commission has already held four meetings and that at least a further two meetings will have to be held before the enquiry is completed and a report formulated.

CHINESE MERCHANTS PETITION.

The Chinese Chamber of Commerce have approved a petition to the local Government applying for the issue of two or three million dollars of public loan bonds in order to enable the merchants to get over their present difficulties. The petition was drafted by Mr. T. N. Chau, barrister, and submitted through the Hon. Mr. R. H. Kotewall. The petition is chipped by the various Commercial Guilds.

OLDEST FIRM IN ENGLAND.

STILL FLOURISHING AFTER 817 YEARS.

A business firm established 817 years ago is still flourishing at North Walsham, Norfolk. It is that of Messrs. R. W. Farman, basket-makers, founded in the year 1108, only forty-two years after William the Conqueror fought the Battle of Hastings.

The business has been handed down from father to son through the centuries, and the small factory provides employment for six people.

North Walsham is a tiny village near Norwich, which at one time was the largest city in England, with a population of 80,000.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme-Orient, of Saigon, in their market report dated September 9th state:

Our market continues to be very quiet and the prices have made a further drop. Business with Hongkong and China is at a standstill; the demand from other markets is very poor. The rains continue to be regular and planting is proceeding normally.

The total amount of rice exported from January 1st to August 15th, 1925, is 1,044,448 tons against 300,760 in 1924.

We quote to-day, per picul of 134 lbs. f.o.b. Saigon:

White-Saigon rice No. 1 25 per cent, broken round grain Hongkong \$9.45, 18s Yen 9.45.

White Saigon rice No. 2 sifted, Japan quality Hongkong \$9.20, 18s 5d, Yen 9.20. For September-October shipment.

RUBBER SHARES.

Messrs. Carroll Bros. have received a cable from Singapore stating that the rubber share market is steady and quoting sales of the following stock:—Ayer Panas at \$10.50; Bassetts at \$1.20; Mandai Tokongs at 80 cts.; New Craiglens at \$1.37; and New Serendahs at \$4.25. All quotations are in Straits currency.

70 MILES FOR PENSION.

A woman, resident in the Isle of Man, crosses to England four times a year to draw her old-age pension at Crosby, near Liverpool—a journey of over 70 miles.

Recently she was found in Liverpool in a state of collapse during one of her trips.

A Pensions official stated to a Home journalist recently that if a pensioner changes his or her residence from one English town to another the pension can be transferred; but the matter is not so simple with regard to the Isle of Man.

In that case before the pension can be transferred the person must satisfy the Pension authorities that he or she has since attaining the age of 33 years had no other means of support in the last twelve years.

A STRANGE STORY.

REPORT THAT BENGAL WILL MEET WARRENFIELD.

The Tientsin correspondent of the *North-China Daily News*, on September 7th, sent the following despatch to Shanghai:—

"It is reported here that the Champion pony Bengal has been bought by General Sutton for \$15,000 for the purpose of racing against Mr. H. E. Morris's Warrenfield for a \$30,000 purse."

"Providing Bengal wins, Messrs. Frazer and Donald, the former owners, will receive another \$5,000 for Bengal."

"The venue of the match has not been disclosed, but it will probably take place on some neutral course, Taingao being mentioned."

Warrenfield, it will be remembered, won the Shanghai Champions, last Spring. The time was 3.31.3-b, beating the previous record for the course of 2.32.3-3.

The whole story sounds very strange. Bengal, the property of two Northern journalists, Messrs. Frazer (*Times* correspondent in Peking) and Donald (correspondent in Peking of the *Manchester Guardian*) has proved himself something out of the ordinary. He has an unbeaten record; and has won over a mile, a mile and a quarter, a mile and a half, and a mile and three-quarters. Last November, he won the Inter-club Championship in Tientsin (14 miles) from Invincible and Mokoia in the record time of 2.33.3-3, his time by quarters being: 31; 53.1-5; 1.34.2-5; 2.06.2-5; 2.33.3-8. The last quarter, it will be noticed, was covered in 27.1-5secs. This Spring he won both the Peking and Tientsin Champions.

There is no reason to doubt that General Sutton has paid \$15,000 for the pony, but the rest of the story is not credited by racing men here as it precludes that the arrangements with Mr. Morris have been made by cable.

The price of \$15,000 must surely constitute a record for a China pony, which is not eligible to run in Shanghai, even if not a record in other ways, which at the moment cannot be proved.

However, if General Sutton has purchased Bengal, it is to be hoped that he will send him here in an attempt to win some of the prizes at the next annual meeting.

An attempt was made by cable, last year, by a local racing man to purchase the pony, but no reply was received to his prepaid message. Needless to say the contemplated price was nothing like the price that General Sutton is alleged to have paid.

As General Sutton is a resident of Mukden, doubtless our Mukden correspondent will have something to say on the subject in his next letter.

ANTI-RED POLICE.

PLAN FAVOURED BY HOME SECRETARY.

It is understood, stated the political correspondent of the *Daily Mail* on August 21st, that Sir William Joynson-Hicks, the Home Secretary, has decided in favour of a rapid recruitment of Special Constabulary as one of the steps necessary to safeguard the public against the effects of unrest fostered by the Communist elements in the country.

Sir William is the Minister responsible for all arrangements in the event of trouble developing. It is known that he is one of those members of the Cabinet who heartily is in favour of fighting with determination all attempts to promote revolution.

Meantime the Socialist and Communist extremists are at work ceaselessly in preparation for the struggle they wish to precipitate either when the time comes for the Government to act on the recommendations of the Coal Commission, or earlier should trouble develop on the railways.

WHEN COAL TRUCE ENDS.

It may be significant that the coal truce, resulting from the subsidising of the industry by the taxpayers, is due to end on Friday, April 30th. Already the extremists are discussing the possible method of celebrating May Day, 1926.

Surprise is none the less expressed that Mr. John Wheatley, Socialist M.P. for Shettleston, an ex-Cabinet Minister (he was Minister of Health in the Socialist Government), and consequently one who has assisted in the government of the country, should lend himself to this disgraceful movement. In Glasgow he is founding a movement to be called the Workers' Defence Corps, ready to fight for their class against alleged attacks on their standard of living.

He is urging every Labour organisation in the country to obtain pledges from its members that they will be prepared to fight in this "class war," which only exists in the minds of Mr. Wheatley and his Communist friends.

EVENTS IN CHINA.

WHY IS THERE NO MINISTER AT PEKING?

HOME PAPER'S PROTEST.

It is time that the Government took a far more active interest in what is happening in China stated an editorial in the *Daily Express* on August 10th. Our immense trade in that country is in grave jeopardy owing to the recent disturbances in Shanghai, followed by Chinese nationalist uprisings elsewhere and a widespread boycott of British goods. The Foreign Office seems to wait on the slow and uncertain action of many smaller European Powers whose trade interests in China are infinitesimal compared to our own. The little concern the Foreign Office evinces in this matter is illustrated by the fact that the British Minister at Peking is at present on leave owing to ill-health. It appears, quite doubtful whether he will be able to return at all—but no steps have been taken to fill his place. At the same time, several other prominent members of the British Legation at Peking are, or have been, absent, and in the recent troubles Britain has been represented by a Chargé d'Affaires who, however able, knows little of Chinese conditions, and is naturally at a disadvantage owing to his junior status in the Diplomatic Service. Oriental nations attach great importance to considerations of this character. The Foreign Office ought to insist either that the British Minister to the Government at Peking should return at once, or that a successor should be appointed immediately. The British trading community in the Far East feel strongly that their interests are being neglected and that British prestige is being lowered by the indifference of Downing-street.

In any case the position in China calls for the intervention and advice of men of first-class ability because of the important reflex influence it must exert on our export trade and home employment. British industry is sufficiently depressed, for one reason or another, without a stoppage of the sale of British goods in China being added. The extent of our trade there is enormous, and a continuance of the present disturbances and boycott cannot fail to strike home here with in a very short time, because firms exporting to the East will find their orders falling off.

The very best diplomatic ability of the British nation ought to be available both for dealing with the other Western Powers interested in China and for coming to an honourable accommodation with that ancient people which has for many years been one of our best customers. Surely it is not too much to ask the Government to move in advance of public pressure in this matter. Such a display would redound more to their credit and to the national advantage than the pessimistic aphorisms of Lord Balfour, who has just explained in the House of Lords that as long as Chinese disunity continues nothing much can be done.

ARMY CHAPLAINS.

EPISCOPAL LICENCE GRANTED.

The King has issued a warrant, under his Majesty's Royal Sign Manual, by which chaplains of the Army belonging to the Church of England will, for the furtherance of their duties, receive an episcopal licence similar to that which is granted by Bishops to officiating clergy within their dioceses. Accordingly, all chaplains belonging to the Church of England shall, after appointment for service with the Army, receive a special ecclesiastical licence or permission from the Archbishop of Canterbury and his successors, such licence or permission to be capable of recognition by all Bishops and other authority of the Church of England throughout the world during the period that such chaplains shall be on the active list of the Army.

Hitherto Army chaplains belonging to the Church of England have not been under any obligation to be in possession of an episcopal licence for their ministrations in garrison churches, which are extra-parochial to diocesan, and therefore, not under the jurisdiction of the diocesan bishop. In future all will be brought under the episcopal supervision of the Archbishop of Canterbury, acting through the Chaplain-General to the Forces, in accordance with the special licence recently issued to him by the Archbishop of Canterbury and York, empowering him to exercise spiritual supervision and direction over the chaplains of his Majesty's land forces and the general superintendence of the work of the Church of England among the officers and men of his Majesty's Army.

QUEEN'S

TO-DAY & TO-MORROW
at 2.30, 5.15, 7.15 and 9.15 p.m.

NORMA TALMADGE
IN
"SECRETS."

The Crowning Achievement of the Screen's
Most Popular Tragedienne. Listed Fifth
among the Best Pictures of 1924.



VAN HEUSEN COLLARS

MORE COMFORTABLE THAN A SOFT COLLAR.
SMART APPEARANCE OF A STIFF COLLAR.
EXTRAORDINARY LONG WEARING QUALITIES.

NO CREASING	NO LOSS OF SHAPE
NO SEAMS	NO PIN REQUIRED
NO ROUGH EDGES	DOES NOT CLING TO NECK
NO STARVING	SAVES THE TIE
NO JOINTS	SAVES THE SHIRT

All These Points combine to make VAN HEUSEN the World's Most Economical and Attractive Collar.

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THE NEW

SEPTEMBER VICTOR RECORDS

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SOLE DISTRIBUTORS.

HOME BIRTH RATE.

LOWEST EXCEPT DURING WAR.

The fact that the Home birth rate for the second quarter of this year was not more than that of the corresponding quarter of last year, which was the lowest recorded in any second quarter except during the war years 1917-1919, is revealed by the Registrar-General's report relating to England and Wales, which has been issued as a White Paper. It is also disclosed that there was a further decline in the number of marriages during the first quarter.

The number of persons married during the period referred to was 95,270, a decrease of 63,708 over the preceding quarter, and of 1,620 over the corresponding quarter of 1924. This number corresponds to an annual rate of 9.7 per thousand as compared with an average for the first quarter during the past 10 years of 12.7.

Births correspond to an annual rate of 19.4 per 1,000, while in the first quarter it was 18.4, as compared with the past 10 years' average of approximately 21 for both the first and the second quarters.

But there has been a marked decline in infant mortality, which was equal to 66 per 1,000, this being 3 per 1,000 below the rate for the second quarter of 1924, 14 per 1,000 below the average of the ten preceding second quarters, and equal to that in the second quarter of 1923, which was the lowest rate recorded in any second quarter since the establishment of civil registration.

LOWER DEATH RATE.

The death rate of 11.7 was also below that of the first quarter (14.6) and the corresponding period of last year (11.8) but was still above those of quarters in previous years.

Influenza was stated to be either a primary or contributory cause of death in 2,695 cases, or 2.4 per cent.

Of the recorded births 25,537 were males and 21,437 females, and of the deaths registered 58,548 were males and 54,718 were females.

Edinburgh had the lowest death rate and highest birth rate in London.

THE HONGKONG TUG AND LIGHTER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Registered Office of the Company, 57, Gzoxox's Building, Chater Road, Victoria, Hongkong, on WEDNESDAY, the 30th day of SEPTEMBER, 1925, at Noon, for the purpose of considering and if thought fit passing as Extraordinary Resolutions the following Resolutions, namely:—

(1)—That it is desirable to amalgamate this Company with China Provident Loan and Mortgage Company, Limited, and accordingly that this Company be wound up voluntarily and that Sydney Hampden Ross of Messrs. Percy Smith, Seth and Fleming, 6, Des Voeux Road Central, Victoria, aforesaid Chartered Accountant, be appointed Liquidator for the purposes of such winding up at a remuneration to be determined subsequently.

(2)—That the draft Agreement submitted to this meeting and expressed to be made between this Company and the Liquidator of the one part and China Provident Loan and Mortgage Company, Limited, of the other part be hereby approved and that the said Liquidator be hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 to enter into an Agreement with China Provident Loan and Mortgage Company, Limited, in the terms of the said draft and to carry the same into effect with such (if any) modifications as he thinks expedient.

AND NOTICE IS HEREBY ALSO GIVEN that a Further EXTRAORDINARY GENERAL MEETING of the above Company will be held at the same place on SATURDAY, the 17th day of OCTOBER, 1925, at Noon, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming if thought fit as Special Resolutions the above mentioned Resolutions.

Dated the 14th day of September, 1925.
SHEWAN, TOMES & CO.
General Managers.

S. K. F. BALL BEARINGS

ON ALL MACHINES YOU ORDER.
We can supply Bearings for all kinds of Machines.
POWER SAVING. NO HOT BEARINGS.
SELF ALIGNING REQUIRE LESS ATTENTION

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
SOLE AGENTS FOR HONGKONG.
Tel. Central 236 Address: 2, Queen's Buildings.

IF THE KEY DOESN'T FIT—



K Semi-brogue shoes in tan willow calf. Smart shape with a moderate toe and skilfully made from a very supple hide.

It's no use if it nearly fits—it must fit exactly. It's the same with shoes. Some men have long and narrow feet some have compact feet; whilst still others have feet with very high insteps. For all of these types there is a K shoe. We have dozens of different shapes and fittings and we take a pride in our ability to fit you.

IT PAYS TO BUY Ks.

MACKINTOSH & CO. LTD.

MEN'S WEAR SPECIALISTS.

ALFRED BLDG., DES VERTS ROAD.

DAIRY FARM NEWS.

PACKED EXPRESSLY FOR

THIS SUPERFINE NEW ZEALAND TABLE BUTTER IS ON SALE AT OUR DEPOT AND BRANCHES.



GIVE IT A TRIAL \$1.10 PER LB.
THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

STANDARD VALUES

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WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

FAR EASTERN MEDICAL CONFERENCE

IMPORTANT GATHERING NEXT MONTH.

DR. MOORE SELECTED AS HONGKONG GOVERNMENT'S DELEGATE.

Amongst those who left by the *Empress of Russia* were Dr. and Mrs. W. B. A. Moore. Dr. Moore is visiting Japan as a Delegate from the Hongkong Government to the Sixth Congress of the Far Eastern Association of Tropical Medicine to be held at Tokyo next month.

This Congress corresponds in the Orient to the International Medical Congress of Europe, and was organized in 1910 to promote the science and art of medicine in general in the Far East. This year it will be held under the auspices of the Japanese Government from October 1st to 31st. The most eminent physicians and scientists of this hemisphere are expected to attend, says the *Japan Advertiser*. "The technical sessions will be held during the first week and at its conclusion a series of excursions lasting two weeks will be made to such places as Nikko, Mianoshiro, Kyoto, Osaka, Nara and Kobe. More than 500 delegates will, it is thought, be present.

"Problems that affect every foreigner living in this part of the world will be discussed, and the results of years of research by numbers of scientists will be brought forward at the sessions for elaboration and approval. Among the more important items which the association has made its special subjects up to the present and practical results of which have been observed, are the prevention and extermination of malaria, the diagnosis of amebic dysentery, the control of beri-beri and the compilation of statistics concerning tuberculosis.

GOVERNMENTS FOLLOW ADVICE.

"Since the majority of the members have been health officers, they have urged the various governments to put into practice to a considerable extent the results of the society's scientific research and discussion. In 1923 at the last Congress in Singapore, the Council of the society recommended that each of the Governments interested be invited to nominate a representative on a beri-beri committee, the report of which is to be heard at the coming sessions, in conformity with the policy of the association to have Government representatives discuss particular problems at the general meetings.

"It has also been decided to hold an exhibition relating to medicine and hygiene at the October conference, to display home-manufactured instruments and apparatus for medicine and surgery, various drugs, many kinds of serum and vaccine, various species of parasites, medicinal plants, statistics of various kinds and materials relating to the medical history of Japan.

"A large number of foreign members have accepted the invitation of the president of the association to attend the sessions, many of whom are to read important papers before the delegates. A number of Japanese Scientists are working to present various interesting subjects relative to the diagnosis and cure of diseases in the Orient.

The object of the Far Eastern Association of Tropical Medicine is to unite into one compact organization the medical profession of the Far East, for the growth and diffusion of medical knowledge, to promote friendly international intercourse among physicians, to elevate the standard of medical education, to enlighten and direct public opinion in regard to problems of hygiene, to form habits which may conduce to the prevention of disease among the native populations and to present to the world the results of such scientific observations.

GROWTH OF WORK.

"Since the great majority of the members belong to the semi-tropical and tropical countries, the organization has been styled the Association of Tropical Medicine. Research and discussions have been gradually expanding and now cover the whole field of medical science, a fact that is evident from the revised constitution of the association. At the third congress in particular a resolution was passed to admit veterinary science, and accordingly since the fourth congress veterinary science has been admitted. To-day when dentistry is recognized as necessary for the preservation of general health, the sixth congress proposes to act in favour of admitting dental science.

"The gradual extension of the scope of the meetings led to the increase of the participating members; at the fourth congress there were as many as 400 members and at the fifth congress 500 members attended the meeting.

WELL KNOWN PASSENGERS.

ARRIVALS BY "PRESIDENT" SHIPS.

The following is a list of interesting passengers who arrived on board the *s.s. President* yesterday. Some remain in Hongkong, while the others are proceeding to Manila by the same vessel this afternoon.

FOR HONGKONG.

Mr. Rob. R. Juke, of the Royal Swedish Corps of Engineers, returned from a short visit in Shanghai to resume his duties as Executive Engineer of the Board of Conservancy Works at Kwangtung, Canton.

Master Peter Botelho, junior, is a son of Mr. Peter B. Botelho, of Botelho Bros., well-known import and export merchants in Hongkong, and returns from a short visit to Shanghai.

Mr. Alfred W. Da Rosa and his wife returned from a short pleasure trip to the United States. Mr. Da Rosa is a partner in the firm of Rosa Bros., Bill and Bolton Brokers, Hongkong.

Mr. Harold S. Kenyon arrived in Hongkong to join his stepfather, Comdr. W. A. Riedel, U.S.S. *Sacramento*. Mr. Kenyon is a member of the Shanghai Bowling Club and has taken a prominent part in aquatic sports in Shanghai and acquired a name as an all round swimmer. After spending some time in Hongkong he will return to New York to continue his studies at Columbia University. Mr. Kenyon was accompanied by his mother, Mrs. W. A. Riedel.

Mrs. Vera S. Levin, of Shanghai, is on a short visit to Hongkong.

Mr. Benton J. Lyons arrived in the Colony on an appointment as District Manager of the South China Development Syndicate, Ltd.

Mrs. J. F. Messer, wife of Capt. J. F. Messer, Manager of Hopkinson & Dunn Co., Ltd., is on a short visit to Hongkong.

Mr. Iril L. Ram, a representative of Gillfillan Bros., is on an extended business trip around the world, which will take more than two years. Mr. Ram, whose home is Los Angeles, California, is prominent both socially and in business circles in that City.

Miss Suey Ping Chan, who lately graduated from the University of California, has arrived in Hongkong to take up an appointment as teacher in the English and Commercial College of Hongkong.

FOR MANILA.

The following passengers are passing through en route for Manila and leave to-day:—

Mr. and Mrs. Jesse B. Agnew, San Diego, California, are on a trip around the world, after spending one month in Japan, one month in Korea and three weeks in North China. Mr. and Mrs. Agnew will next tour India, South Africa, Europe and South America, returning home by way of Valparaiso, Chile.

Mr. William Bettendorf and family of Chicago, expect to remain in Manila for three years or more. Mr. Bettendorf is a representative of Macleod & Co.

Mrs. Mary W. Callahan, accompanied by her daughter, Miss Katherine Callahan, is going to Manila to join her husband, Lieut. M. W. Callahan, of the U.S.S. *Petrel*, being transferred to duty in Manila with other ships of the 4th Division.

Miss Lillian R. Cornelius, accompanied by Miss Katherine F. Greer, is returning from a vacation in Japan and China. Miss Cornelius and Miss Greer are both trained nurses at Cebu, Manila.

Dr. Miriam Griffin is returning from a trip around the world on which she started last December. Dr. Griffin is Senior Medical Inspector of the Philippine Health Service, Manila.

Mr. and Mrs. Oscar E. Linquist are from Hollo. Mr. Linquist is agent for Macleod & Co. there. They are returning from a six months' vacation in the United States.

Mr. J. Scott McCormick is returning from a year's vacation in the States to resume his duties as Superintendent of Schools in Manila.

Mrs. Elizabeth Orrin, wife of Lieut. Howard E. Orrin, of the U.S.S. *Preston*, is going to Manila.

Mrs. F. H. Pugsley, accompanied by her two daughters, Miss Margaret and Miss Mariska Pugsley is going to Manila to join her husband, Lieut. F. H. Pugsley, medical officer of the U.S.S. *Irwin*.

Mrs. Opal Poole, is the wife of Lieut. E. D. Poole, U.S.S. *Petrel*.

Mr. and Mrs. John W. Shannon are returning from a trip around the world on which they started last March. Mr. Shannon is a representative of the Standard Oil Company in Manila.

(Continued on page 4, next column.)

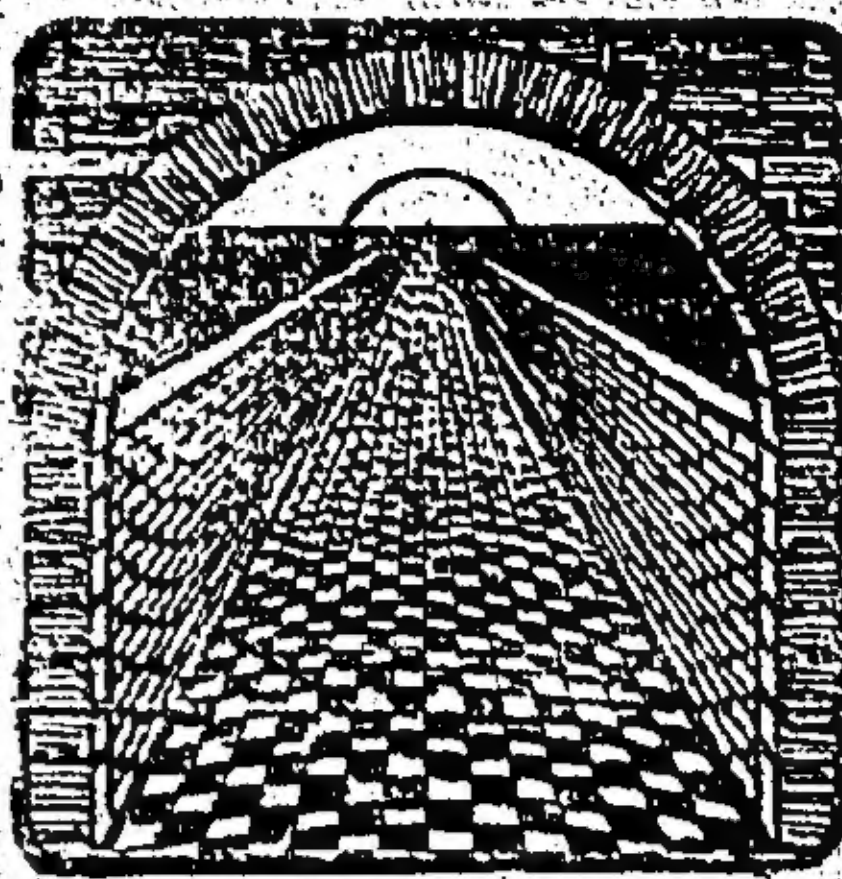
KAIPING HOUSEHOLD COAL

In Lots of not less than 1-ton:—

Delivered to Peak District (above Bowen Road), \$28.00 per ton.

Delivered to Bowen Road and lower Levels, \$24.00 per ton.

Delivered to Kowloon, \$22.00 per ton.



THE KAILAN MINING ADMINISTRATION.

Head Office—TIENSHAN.

DODWELL & CO., LTD., Agents, Hongkong.

INTIMIDATION CHARGE.

ALLEGED SCHEME TO DEFRAUD THE REVENUE DEPARTMENT.

At the Kowloon Magistracy yesterday, the case was continued in which Tang On, a Chinese Revenue officer, is charged with intimidating a Chinese distiller. He is alleged to have suggested a scheme to plaintiff by which the latter could defraud the Revenue Department.

Mr. Whyte-Smith prosecuted for the Crown, and Mr. Hugh-Jones defended.

Wong Ting, accountant of the Wong Wah Shun Distillery, gave evidence, and said he was present at a Chinese restaurant when his master, Wong Yuet, complainant, had a business conversation with defendant. He remembered defendant telling his master "not to let it leak out," or he would kill him. His master promised "not to let it leak out" and produced a banknote. The defendant took the banknote. Suddenly two Europeans came in and defendant handed the note over to one of them.

Mr. H. A. Taylor, of the Revenue Department, said that on the morning of the day in question he saw Wong Yuet, who showed him a banknote. He (witness) took the number of the note, and later, accompanied by Inspector Watt, he visited the Yee Fong Chan Restaurant, and here defendant handed the same note to him.

Inspector Clarke, Chief Preventive Officer, said that though defendant never made any report to him concerning complainant's winehop and distillery, Kwong Fook, one of the senior Chinese Revenue Officers, made a report. It was then reported to him that the distillery and winehop were tampering with labels. He (witness) then gave instructions for the officers to carry on with the case. When the time was ripe the place would be raided.

Cross-examined by Mr. Hugh-Jones, witness said that when defendant received money he should have taken it straight to the senior officer. If the handing over of the money was sprung on him as a surprise he was doing right in taking it. If he had been in defendant's place he would certainly have taken the money.

Defendant then went into the witness-box, and said he had known complainant for three years. He had occasion to make a report concerning the winehop three days before he was arrested. The report was to the effect that the winehop was using labels twice. On the day in question he was told that complainant wanted to speak to him, and was in the restaurant. He went there to meet him, but in their conversation no reference was made to labels. He denied discussing the question of defrauding the Revenue Department by using labels.

At this stage His Worship adjourned the case until Monday.

MARINE COURT.

MOTOR-BOAT MASTER DISCHARGED.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., Li Man Yin, master of the *Malin Maru* No. 3, was charged with (1) being under way without a certificated coxswain on board and (2) failing to observe the rule of the road.

Defendant pleaded not guilty to both charges.

Inspector Bond said that it had since been discovered that the defendant was a certificated coxswain, and that at the time of the alleged offence the certificate was in the possession of his employers.

Sergeant T. Carson said that he was in charge of No. 6 Police Launch on September 7th, and when the launch was about 100 yards off the end of Blake Pier on September 7th heading in the direction of the Kowloon Godowns a motor boat was observed on the port bow. The coxswain blew one blast, but the defendant continued on his course and endeavoured to cross in front of witness. It was necessary for him to go full speed astern in order to avoid a collision. Defendant stopped when called upon—he was still on the port side.

His Worship said that he could not convict on the evidence and defendant was discharged.

At the same Court, Chan Kam, master of the *Kwang Cha* steam launch, was fined \$10, or ten days' hard labour in default for a breach of the conditions of his steam launch licence, by allowing the launch to be under way without a certificated coxswain on board.

A GAMBLING SCHOOL.

STORY OF PREPARATION FOR BANQUET.

Twenty-one Chinese were involved in a case before Mr. S. B. B. McElderry at the Central Magistracy yesterday, when they were charged with playing *pat-kau*. Eighteen of the gamblers failed to appear.

Detective-Sergeant O'Donovan stated that the second floor of a house in Bowrington Canal Street was raided on Wednesday night when twenty-one defendants were caught gambling.

One of the defendants who was charged with being the keeper of the gambling school said that the winnings were to be devoted to paying for a grand feast after the game.

Defendants claimed that they were employees of the Nanyang Brothers Tobacco Company, and that as they had nothing to do they were willing away their time by playing a game of *pat-kau*.

The 35 bail of the absentees was estimated; the keeper was fined \$75 and the two other men \$25 each. A sum of \$22.05 seized by the police was confiscated.

DANGEROUS DRIVING.

CHINESE LORRY DRIVER FINED.

Charged with dangerous driving, a Chinese lorry driver was fined \$15 by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday.

Sergeant Hamilton said that the incident took place on the Castle Peak Road. He visited Ching Loong Tau, where an accident was reported to have occurred, and found a lorry lying in a paddy field. He examined the road, and discovered that defendant on turning a left-hand bend travelled on the wrong side of the road. After turning the corner there was a skid mark which measured 189 feet. Reckoning on the ground made the car prior to the accident was travelling at about 38 miles an hour.

RED TROOPS LEAVE SWATOW.

FIRST STEP TOWARDS OVERTHROW OF BOLSHEVICS IN THE SOUTH.

INTERESTING DEVELOPMENTS EXPECTED.

The Naval Authorities in Hongkong yesterday received a message from Swatow that the Cantonese or "Red" troops had left that Port. No fighting has been reported and this message must not be taken as evidence that the Bolsheviki have been turned out and have entirely lost control of the Swatow district. But in the light of the previous information which has been published regarding the situation there is certainly ground for the belief that General Chan Kwing Ming's forces are making headway and it would scarcely be too much to say that the evacuation of Swatow by the small body of Red troops stationed there is the first step towards the overthrow of Bolsheviki authority in South China.

It was reported in the *Daily Press* a week ago that Generals Hung Chao Lin and Lam Fu, former allies of Chan Kwing Ming, had occupied Chao Chau Fu, the large trade centre near Swatow, and had concentrated 26,000 troops there.

A visitor to Hongkong from Swatow then expressed the opinion that within ten to fourteen days the Reds would be thrown out of Swatow and the embargo on British business removed. This opinion was supported by the action of the Reds themselves. Obviously they did not consider their position secure and were actively employed in making arrangements for evacuation and in sending their women-folk and children and all movable property to their headquarters at Kityang.

It was anticipated, however, that before Swatow was entirely abandoned by the Reds fighting would take place between Chan's forces and the Whampoa Cadet garrison. A clash was regarded as imminent. It has not taken place and, according to all accounts, General Hung Chao Lin has established himself at Swatow, the only assumption is that he has been allowed to occupy the place unmolested.

In judging the position it must be remembered that the Reds only maintained about 75 men in Swatow itself.

At their headquarters for the district at Kityang it is estimated they have a force of several thousand Whampoa Cadets and it is between this force and the army at Chao Chau Fu that the ultimate issue will have to be decided. As was stated in the *Daily Press* yesterday it is extremely unlikely that General Chiang Kai Shek, who is now in command at Canton, will personally lead an expedition against Chan's troops, and it is very doubtful whether any reinforcements will be forthcoming from Canton at all. The position in the Capital itself is too critical. Any weakening of the garrison there would probably be taken as a signal for a general revolt and an army leaving Canton to retrieve lost ground at Swatow might easily be cut off and find itself unable to return.

For the past two months the Labour Unions and Guilds, supported by the "Reds," have had their own way entirely in Swatow. They have been the virtual rulers of the port. General Hung is likely to change all this. He has never wasted much sympathy upon agitators and has always believed in dealing sternly with would-be disturbers of the peace.

There is little doubt that with General Hung in Swatow normal trade conditions will soon be restored.

TROUBLE IN THE KUOMINTANG.

AGENTS FROM PEKING AND SHANGHAI.

[FROM OUR CHINESE CORRESPONDENT.]

Hotels and boarding houses in Canton are being closely watched by detectives on information that the Kuomintang clubs in Shanghai and Peking, which are antagonistic to the present Bolsheviki domination of the party, are despatching agents to persuade as many members of the party as possible to join the non-Bolsheviki element who are bent upon re-organization. The Kuomintang members in the North and also at Yunnanfu have repudiated the Central Executive Committee, whose term of office should have expired at the end of 1924 but who are still functioning without another election.

RAILWAY WORKERS.

The workers of the Yuen-Han, Canton-Samshui, and the Canton-Kowloon railways, who all have separate unions in Canton, have now decided to form a federated union of all railroad workers.

GAMBLING REVENUE.

Unless Dr. C. C. Wu, chairman of the Canton Municipal Council, will bring gambling under civil control instead of allowing the militarists to take the revenue from it as at present, the Municipality will have a hard task to raise cash for the mid-autumn festival settlement. It is estimated that the militarists now obtain from this source \$30,000 revenue daily from this source. Those desiring the monopoly are offering Dr. Wu \$11,000 daily for the control.

A RIGID HOPE.

Some 341 natives of Chekiang Province now in business in Hongkong wrote recently to General Chiang Kai Shek who is also from Chekiang, congratulating him upon securing the supreme military command in the Kuomintang Government in Canton. His fellow provincials expressed the hope of seeing an early return of Canton-Hongkong trade and communication, and trusted that Chiang would show less deference towards Russian direction and would rigidly control the actions of the strikers.

LEAVE TO APPEAL GRANTED.

TAXICAB COMPANY AND DRIVER.

At a full court yesterday, before Sir Henry Gollan (the Chief Justice) and Mr. Justice Wood (the Puisne Judge), leave was sought to appeal against a decision made recently in the Summary Court, when Chan Sui Hoi, a taxi-driver, secured damages from the Hongkong and Kowloon Taxicab Co. for wrongful dismissal.

Mr. F. C. Jenkin for the applicants said it was an appeal against the judgment of Mr. Justice Wood on August 24th when he awarded the taxi-driver damages against the Company in respect of a complaint for wrongful termination of a contract for services. The award amounted to \$100 but as forty or fifty cases were depending on this decision the amount would be considerable. The driver's evidence was that he entered into service with the Company on the conditions set out in a contract in the native press. There was no contract in writing sufficient to satisfy the Statute of Frauds. The defence was that there was no completion of three years' service. But notwithstanding that three years had not been served, His Lordship held that it could cover the case of a contract, outside the Statute of Frauds. Mr. Justice Wood had relied on the case of Hanan and Ehrlich. Had this been the first case of its description held before the House of Lords they might have held the same opinion as the Puisne Judge. But in view of the fact that there were decisions in such cases running back for a hundred years, they were obliged to comply with the Statute of Frauds.

In the Hanan and Ehrlich case there was no agreement in writing and Mr. Atkin appealed before a Court comprising eight judges. One of his arguments was that where there was no contract between two persons either of the parties could terminate the agreement and termination was then formed. Both sides had the right to give notice. Mr. Atkin's argument was met by sympathetic treatment from the Courts but they felt that they could not nullify decisions that had been given for many years before, and they were, therefore, obliged to stand by them.

Leave to appeal was granted.

STRIKE REGULATIONS.

EMPLOYMENT OF CHINESE BY FOREIGN FIRMS.

The following rules regarding the employment of Chinese by foreign firms in Canton (shipowners, merchants and traders) have been published:—

1. In the case of foreign shipowners, merchants and traders desiring to engage employees it is decided that if application is not made through the medium of the Strike Committee, or if the terms and conditions between employer and employee are not arranged by the Strike Committee, or if the engagement of employees is done privately, the said foreigners shall be treated as breakers of the strike.

2. Strikers formerly employed by foreign shipowners, merchants and traders who re-enter the service of their former employers, without the consent of the Strike Committee, shall be treated as breakers of the strike.

3. Foreign shipowners, merchants and traders, if found contravening the terms and conditions laid down by the Strike Committee, or acting as agents for British commercial interests, or going to and from between Hongkong, Macao and Shamen, shall be treated as breakers of the strike.

4. Foreign shipowners, merchants and traders shall re-employ former employees now on strike, in the same position and at the same salary as before the strike.

5. All wages-earners shall contribute one-tenth of their salary to the coffers of the Strike Committee for the maintenance of the whole body of strikers.

6. Merchants and traders having offices in Hongkong or Shamen, shall remove such offices from these places before obtaining consent to trade in Canton.

7. Against any merchants or traders found violating the rules laid down by the Committee, the strike will again be imposed with greater rigour.

8. In the event of a satisfactory arrangement having been reached to call off the strike, all parties concerned shall conform to the terms and conditions of the final agreement.

9. Merchants and traders having offices and trading in the city shall come under the laws of the Government.

10. All grievances and differences between employers and employees shall be brought before the Strike Committee, and shall be settled by mutual consent between the three parties. Such decision shall be embodied in the Employment Agreement.

11. All members of the Strike Union must take cognizance of the necessity of obeying all orders of the Union, which has the power to order a strike at any time.

TECHNICAL INSTITUTE.

CLASSES TO RE-OPEN SHORTLY.

The Hongkong Technical Institute is shortly to re-open, and it has an excellent syllabus of which advantage should be taken by all who are learning science and engineering.

The engineering section which has been recently instituted provides for lectures on electrical engineering given at the University. The grades comprise all branches of science.

One of the conditions for the formation of classes is that no class will be formed if there are less than ten entrants.

UNIVERSITY ATTENDANCE.

GOOD MUSTER ON OPENING DAY.

Hongkong University opened after the summer vacation yesterday, and a large number of students attended. Several former students, who have been unable to return to the Colony owing to the lack of travelling facilities, have also written intimating that they intend to return as soon as they can.

MOTOR ACCIDENTS.

Two motor accidents occurred on Wednesday but none of the persons involved were injured.

Mr. Gonzalez, of 71, Austin Road, was motor-cycling in Morrison Gap Road shortly after noon, when blasting work was being carried on. Three coolies ran across the road and one of them ran against the cycle and was bowled over. He was, however, uninjured, and Mr. Gonzalez escaped with a slight abrasion to his hand.

The other accident occurred in Queen's Road, near Tai Street, when a motor-lorry skidded and crashed into a verandah pillar. The pillar was smashed and the radiator and front wheels of the vehicle were considerably damaged. The driver escaped unhurt.

THE MAILS.

POSTAL STAFF HAVE BUSY DAY.

Yesterday saw another heavy mail day at the Post Office, there being a big influx from all quarters. In addition to the sorting staff being kept fully occupied, the despatching staff were also busy dealing with the outward mail by the *Empress of Russia* for the North, Canada, U.S.A., C. and S. America and Europe via Vancouver.

The P. & O. s.s. *Malwa* arrived from Home and brought in a total of 249 bags of letters and papers, of which 123 bags were from the United Kingdom (London, August 20th). There were also 108 bags of parcels from Home (London, August 13th).

The s.s. *Atsuta Maru* brought 43 bags from Australia and Manila.

The s.s. *President Pierce* arrived with 249 bags from the U.S.A., Canada, Japan and Shanghai.

The s.s. *President Grant* landed 9 bags from Manila.

It may be noted that residents have received the Home papers dated London August 20th, before they received those of August 13th. The papers of the 13th via Negapatnam should have arrived in the Colony on Tuesday, by the *Haitan*, but as it is they are not due now until to-morrow (Saturday). The reason of the delay is that the *Haitan* has gone to Amoy before making the Hongkong call.

BIG SHIPS.

YESTERDAY'S ARRIVALS IN PORT.

Yesterday proved a busy day in the shipping world on account of the number of vessels of the liner class that arrived in port. The shipping offices staffs were kept fully occupied dealing with arriving and departing passengers, together with seeing to the despatch of their vessels again and the unloading and loading of freight.

Between daylight and dawn time yesterday four ocean-going liners arrived in port.

With the *Empress of Russia* in port from Manila en route for Vancouver and also the *Amboise*, which arrived from the North on Wednesday, the four additions made a good array in the harbour.

The additional vessels arriving were: the s.s. *Porthos* (Messageries Maritimes) from Europe via Saigon, the Admiral Oriental Line's s.s. *President Grant* from Manila, the s.s. *President Pierce* (Dollar Line), the round-the-world liner, from U.S.A., Japan and Shanghai, and the P. & O. s.s. *Malwa* from Home via Singapore. All four vessels brought in mails.

PRATAS RADIO STATION.

A radiotelegraphic station is being installed by the Chinese Government on the Pratas Shoal and meteorological reports have been regularly received twice daily since August 20th, 1923.

It may be recalled, that the Hongkong General Chamber of Commerce, has for some years been urging the necessity of such a station, and that in its last yearly report it was mentioned that a sympathetic and helpful letter had been received from the Inspector General of Customs at Peking (Sir Francis Aglen) on the subject.

Throughout last year all the authorities interested showed a most encouraging willingness to press for the establishment of such a station, which, as a centre for the distribution of typhoon warnings, would be of inestimable value to the shipping and commerce of Hongkong and South China, especially if the weather reports are handed to the Press for publication.

\$1 GIFT—\$50 FINE.

PENALTY FOR ILLICIT TIP FOR PRISONER.

At the Central Magistracy before Mr. R. A. D. Forrest yesterday, a Chinese was charged with attempting to smuggle a dollar note to a prisoner in Victoria Gaol.

Capt. Bloxham, the acting Superintendent, said that lately some unauthorized articles were found in the possession of prisoners. He therefore asked for exemplary punishment in the present case. Defendant had been allowed to interview a prisoner, to whom he tried to pass a dollar note.

A fine of \$50 was imposed with the alternative of two months' hard labour.

BRITISH CARPETS ARE THE BEST.

NEW DELIVERIES FROM BRITISH LOOMS JUST TO HAND. THEY COMPRISE ORIGINAL DESIGNS IN

SEAMLESS AXMINSTER AND WILTON SQUARES

AND IN COLOURINGS TO TONE WITH ANY SCHEME IN THE FOLLOWING SIZES.

9-6 x 9-0	13-6 x 14-6
10-6 x 9-0	12-0 x 10-6
12-0 x 9-0	13-6 x 11-3
10-6 x 11-3	15-0 x 12-6
18-0 x 12-0	

AXMINSTER BODY CARPET WHICH CAN BE MADE UP ANY SIZE

ALSO

PLAIN SAXONY CARPET IN EIGHT DIFFERENT SHADES.

STAIR CARPETS, RUGS, ETC. PRICES ARE LOWEST POSSIBLE.

BUY BRITISH GOODS.

LANE, CRAWFORD, LTD.

JUST ARRIVED.

EVIAN MINERAL WATER CONTREXEVILLE WATER

THE FRENCH STORE

SOLE AGENT.

Tel. 794.

8, Beaconfield Arcade.

COLUMBIA NEW PROCESS RECORDS

By VIVIAN FOSTER (VICAR OF MIETH).

2567—THE PARSON AT THE SEWING PARTY
3218—THE PARSON ADDRESSES HIS FLOCK
3505—THE PARSON AND THE COLLECTION

AT

ANDERSON'S.



LINOLEUM

in artistic and attractive colourings and good patterns.

SEAMLESS AXMINSTER SQUARES a large variety of sizes and designs.

SUNDOWN WASHABLE RUGS

Special Nursery patterns made both for utility and to please the kiddies, with animal designs.

ANGLO-ORIENT REVERSIBLE CARPETS AND RUGS.

TIENTSIN RUGS.

DOOR MATS, HEARTH-RUGS, CORRIDOR-RUGS, FRINGED-END MOHAI RUGS.

WM. POWELL, LTD.

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.

FANLING—The Men's Club House is now OPEN for Meals and Residence as usual.

The Ladies' Club House is CLOSED except for the Dressing Room.

Ladies' Meals and Drinks are Served in the Ladies' Club House.

Due to the Great Difficulties in Telephone Communication, Orders should be sent to Undersecretary 24 hours before Meals are required. (Tel. C. 946).

After 20th instant Regulations Forfeiting Members to take out their Own Meals will be Enforced.

It is hereby OPENED Ladies' Club House and the New Course on OCTOBER 3rd.

Caddy Master is now in Attendance.

E. D. MATTHEWS, Secretary R.H.K.G.C.

17th September, 1925. [2655]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SAIGON, SINGAPORE AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"NAGPORE"

Carrying His Majesty's Mails, will be despatched from this port at Noon on FRIDAY, the 19th SEPT., taking Cargo for the above Ports.

Silk, Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Passes will be received at this Office until 5 p.m. on the day previous to sailing. The contents and value of all packages must be declared.

For further particulars, apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 18th September, 1925. [2649]

S.S. "PORTHOS."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSSEILLES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Transfers and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Wednesday, the 23rd inst., at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Saturday, the 26th inst., or they will not be recognized.

All damaged Packages will be examined on Wednesday, the 23rd inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

E. RODENFUSER, Agent.

Hongkong, 17th September, 1925. [2651]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER

"MALWA"

ARRIVED HONGKONG on 17th Sept., 1925.

FROM ANTWERP, LONDON, GIBRALTAR, MARSSEILLES, MALTA, PORTSAID, ADEEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless intimation has been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage Period.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th Oct., 1925, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO., Agents.

Hongkong, 17th September, 1925. [2652]

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Ship "ASIA"

Having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th of Sept., 1925, 4 p.m. will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Goddard & Douglas on the 24th of Sept., 1925, at 10 a.m.

All Claims against the Vessel must be presented to the Undersigned before the 25th of Sept., 1925, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 17th September, 1925. [2654]

NEW ADVERTISEMENTS

KOWLOON FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING of MEMBERS will be held at the Club's Pavilion on FRIDAY, 25th SEPTEMBER, 1925, commencing at 5.30 p.m.

F. WHEELER, Hon. Secretary.

[2650]

UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION.

THE following Scholarships, further particulars of which can be obtained from the Registrar, will be awarded on the Results of the MATRICULATION EXAMINATION to be held in DECEMBER, 1925—

(1)—One Hongkong Government Scholarship of the value of \$1,115 per annum, open to Candidates from all Hongkong Schools for Boys.

(2)—One Hongkong Government Scholarship of the value of \$1,115 per annum, open to Candidates from all Hongkong Schools for Girls.

(3)—Two Studentships of the value of \$1,115 per annum each, open to Candidates from all Hongkong Schools.

L. FORSTER, Registrar.

Hongkong, 16th September, 1925. [2653]

HONGKONG CLUB.

NOTICE.

THE FIFTH YEARLY DRAWING of HONGKONG CLUB (1920 Issue—\$500 Each) was held in the Club House on TUESDAY, the 8th SEPTEMBER, 1925, when the following Debentures were DRAWN for Redemption—

4	288	467	577
18	285	502	532
192	372	513	538
208	367	520	594
219	426	549	766

and will be Payable at the Hongkong & Shanghai Bank Corporation on WEDNESDAY, the 30th SEPTEMBER, 1925, in Exchange for Surrender of Same.

By Order,

T. A. ROBERTSON, Lt.-Col., Secretary.

Hongkong, September 8th, 1925. [2619]

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for THE SIXTH EXTRA RACE MEETING to be held on SATURDAY, 19th OCT., and MONDAY, 22nd OCT., 1925 (Weather permitting), may be obtained at the RACES COVERS, HONGKONG CLUB and CANTONWAY BAY STABLES.

ENTRIES will CLOSE at 12 O'CLOCK Noon on SATURDAY, 20th SEPTEMBER, 1925.

[2638]

G. R. NOTICE.

TENDERS are invited for SUPPLY of LABOUR and LIGHTERAGE for ADMIRALTY COALING.

Forms for Tendering can be obtained on application to the NAVAL STORES OFFICER, H.M. NAVAL YARD, Hongkong, and Tenders should be lodged in the NAVAL STORES OFFICER'S Office Not Later Than Noon on TUE-DAY, 22nd INSTANT.

H.M. NAVAL YARD, Hongkong, 17th September, 1925. [2648]

G. R. HONGKONG TECHNICAL INSTITUTE.

WANTED A TEACHER of Book-keeping, for Evening Classes held in Kowloon. Must be Well-qualified and Experienced. Apply to—

THE DIRECTOR, HONGKONG TECHNICAL INSTITUTE, Education Department.

[2645]

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FARROW BUILDING" or "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHATER ROAD and MARGARET STREET).

Apply to—

BANQUE DE INDOCHINE, Chater Road.

[2607]

TO LET.

COMMODOUS PREMISES on GROUND FLOOR, 16A, YOUNG ROAD CENTRAL, would make Admirable Showroom. For full particulars, apply to—

THE MANAGER, HONGKONG AND CHINA GAS CO.

[2614]

TO LET.

GODOWNS in ALEXANDRA BUILDING (Basement).

Apply—

SECRETARY, A. S. WATSON & Co., Ltd.

2082

TO LET.

TWO Newly-constructed EUROPEAN HOUSES, MAGNIFICENT GARAGE, MOTORS ROAD, THREE FLOORS, Three Large Rooms, each with Kitchen, Servants' Quarters, and Bath Room, Fitted with Flush System.

Garage provided. Immediate possession.

Apply—

SANG KEE, New Bank Building.

[222]

PREPAID "WANTED" ADVERTISEMENTS

FOR SALE—12 Bore Hammer Gun, English make. Good Condition. Complete in Case. \$100.—T. BURNARD, Thomas & Co., 44, Des Voeux Road.

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INTIMATIONS

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED, will be held at the offices of Messrs. SHAW, TOMES & COMPANY, the General Managers of the said Company, on WEDNESDAY, the 23rd DAY of SEPTEMBER, 1925, at 11 o'clock in the Forenoon, when the subjoined Resolutions will be proposed as Extraordinary Resolutions—

(1)—That the authorised capital of the Company (which is now \$6,000,000 consisting of 600,000 shares of the nominal value of \$10 each of which \$96,247 have been issued) be increased to \$7,500,000 by the creation of 150,000 additional shares of the nominal value of \$10 each ranking (subject as hereinafter mentioned) for dividend and in all other respects *pari passu* with the shares constituting the Company's present issued capital.

(2)—That it is desirable to effect an amalgamation of the Company with the Hongkong Tug and Lighter Company, Limited, and that accordingly (subject to the approval of a Special Resolution of the shareholders of that Company but not otherwise) the draft Agreement submitted to this meeting and expressed to be made between that Company and its Liquidator of the one part and this Company of the other part be hereby approved and that the General Managers of this Company be authorised, pursuant to Section 185 of the Companies Ordinance 1911, to enter into an Agreement with that Company and its Liquidator in the terms of the said draft and to carry the same into effect with such (if any) modifications as they think expedient.

(3)—That the General Managers be at liberty to allot to the Liquidator of the Hongkong Tug and Lighter Company, Limited, or his nominees three of the \$10 shares of this Company (credited as fully paid up) in respect of every five of the issued \$10 shares in that Company (credited as paid up to the extent of \$5), and also for the convenience of the said Liquidator to issue such fractional certificates as the said Liquidator shall think necessary or desirable to enable him to divide the said shares in this Company in due proportions among the persons entitled to them.

(4)—That the shares so allotted to the nominees of the Liquidator of the Hongkong Tug and Lighter Company, Limited, shall rank for dividend and bonus as from the 1st day of January, 1925, and that fractional certificates shall confer no right to dividend.

(5)—That such shares if any in this Company as shall be so offered as aforesaid and declined (but not the remainder of the new shares of this Company created by the first preceding resolution) be disposed of in such manner at such time or times and upon such terms as the Company's General Managers shall in their absolute discretion think fit.

AND NOTICE IS HEREBY ALSO GIVEN that a Further EXTRAORDINARY GENERAL MEETING of the Company will be held at the said offices of Messrs. SHAW, TOMES & COMPANY on SATURDAY, the 10th DAY of OCTOBER, 1925, at 11 o'clock in the Forenoon, for the purpose of receiving a Report of the Proceedings at the above-mentioned Meeting and of confirming, if thought fit, as Special Resolutions the above mentioned Resolutions.

Dated the 14th day of September, 1925.

SHAW, TOMES & CO., General Managers.

[2639]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

THE VALUABLE LEASEHOLD PROPERTY.

Situate at SHAMSHING in the Colony of Hongkong and respectively registered at the LAND OFFICE as NEW KOWLOON INLAND LOTS Nos. 338, 404 and 480, Together with 4 Messuages or Tenements and other Erections and Buildings thereon respectively.

AND THE VALUABLE LEASEHOLD PROPERTY.

Situate at MONGKOTWAI in the Colony of Hongkong and respectively registered at the LAND OFFICE as SECTION J or KOWLOON INLAND LOT No. 1635 with the Messuages or Tenement and other Erections and Buildings thereon.

IN TWO LOTS.

By M. E. V. M. DE SOUSA, Auctioneer.

THE CHINA AUCTION ROOMS, No. 4, DUNDAS STREET, Hongkong.

ON THURSDAY, THE 24th DAY OF SEPTEMBER, 1925, AT 2 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to—

Messrs. GEO. E. HALL BRITTON & CO., Mortgagees' Solicitors, St. George's Building, Chater Road.

OR TO—

M. E. V. M. DE SOUSA, Auctioneer, No. 4, DUNDAS STREET, Hongkong.

Dated the 15th September, 1925. [2647]

HONGKONG SMALL INVESTORS' SHARE & REAL ESTATES CO.

WE have Investors interested in SOUND SHARES at Favourable Rates. Offers invited by TELEPHONE C. 4630, or in Writing to SMALL INVESTORS' 10, Des Voeux Road.

[2534]

INTIMATION

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FROM

H. D. FOSS & Co.

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PREMIER SELECTED

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HONGKONG DISPENSARY.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 18TH, 1925.

CHINESE FAIRY-TALES.

Two Hongkong students, returning to the Colony this week—both of them after an absence of several months—were considerably surprised to discover that things were going on very much as usual here. One of them, a Northerner, had been brought into contact with the general body of Chinese students in Peking and Shanghai, and he described them as consistently anti-British, although their activities have now passed into a quieter phase. Apparently the Northern vernacular press is still in considerable fear of the student body, for the newspapers only print information of which the students are likely to approve. Accordingly, the Hongkong student had been regaled with detailed information of the ruinous condition of the Colony, the insubordination of the Chinese population, and the terrified condition of the European inhabitants. The old fairy-tale that the *Hermes* had appeared to take all the English people home again was recounted in all sincerity (we believe this particular rumour originated in Canton), and the recent public meetings had been skilfully misrepresented as the Colony's last cry of distress, to which the Home Government had refused to pay any attention for fear of annoying the Chinese.

The Cantonese student had rather more definite information to impart. In the first place, he had experienced considerable difficulty in getting back to the Colony. Some of his friends, he said, were still unable to get away (although they would be only too pleased to do so), whilst one of them had at last been compelled to resort to the desperate expedient of travelling up to Shanghai, and then booking a passage on an *Empress* boat. He, himself, not being prepared to embark on such a circuitous and expensive journey, had almost abandoned the hope of returning at all. It was absolutely impossible for him to enter Shanghai, or even to get into direct communication with anyone in the Consession. If a letter were despatched there, it came down by train to Kowloon, and then returned on the *Honom*. At one time he contemplated going to Kowloon with the idea of getting back in the weekly boat to Hongkong, but as he was doubtful whether the Customs Master there would have been prepared to help him (at this point, we assured him he would have been only too pleased to do so), he had refrained from carrying out this intention. At the finish, he travelled down in the train to the frontier trusting to be able to slip through, and for some unexplained reason he was not interfered with.

The home of this particular student is not in Canton, but in one of the neighbouring villages. These, he assured us, are being "Bolshevized" with the same thoroughness as Canton itself. A great number of the farmers have been incorporated into the Bolshevik armies, whilst a ceaseless campaign is being conducted in every village, by means of placards, pamphlets and instructors, in order to convince the inhabitants of the perfection of the Bolshevik system. The inhabitants themselves are apparently not over-anxious to support the existing régime, but they are either too timid to attempt to resist it, or too ignorant to perceive its essential falsity. For the most part, they remain indifferent, and avoid coming into contact with current political movements as much as possible.

In the South, the present state of Hongkong is apparently still more grossly misrepresented than in the North.

Concerning the possibility of the anti-Bolshevik forces expelling their opponents, the student was hopeful, but not over sanguine. The Cantonese are apparently tremendously impressed by the ceaseless drilling which is being carried out by the "Red" troops, whilst the lavish scale and great extent of their propaganda give the impression that the "Red" leaders are in possession of almost inexhaustible funds. Asked whether the Cantonese liked being ruled by Russians, our informant was quite definite that they did not, and advanced as proof of this the fact that the remaining strikers' and students in Canton are seizing every available opportunity to expel the "Reds," he said, gives any real hope of success, that movement will meet with a great response, not only from the merchant classes, but also from the rural population.

Two important points emerge from these conversations. In the first place it is apparent that the anti-British and Bolshevik propaganda is increasing rather than diminishing in volume; and secondly, the dissemination of the Canton Bolsheviks, when it eventually occurs, will be sudden and complete.

The annual general meeting of the Kowloon Football Club will be held at the Club's Pavilion at 5.30 p.m. to-day.

A successful dance in connection with the weekly series organised by the ship's company of H.M.S. *Carlisle* was held at the Seamen's Institute last night.

The official trials of the *s.s. Changta* will be run to-morrow (Saturday), leaving Kowloon Dock Buoy at 11.30 a.m. Launches will leave Murray Pier for the *Changta* at 11 o'clock.

A Reuter cable, received last evening, announces the arrival at Aparris, P.I., of the Italian aviator, Major the Marquis di Pinedo. He had apparently reached there by air from Manila.

Prince Kung, one of the uncles of the former Boy Emperor, Hsuan Tung, is now a visitor in Hongkong. He is simply on a pleasure trip and no political significance is attached to his visit.

The return of notifiable diseases in the Colony for the 24 hours ended on September 16th, shows 3 cases of enteric fever, 1 English (imported), 1 Czechoslovakia (imported), and 1 Australian.

Amongst the passengers arriving on the *s.s. Malin* yesterday, were Major F. Rashleigh and Mr. A. D. Stewart. Both returned from Home leave. Mr. Stewart is the warden of St. Paul's College.

The police state that on the day following the warning issued concerning the non-compliance of arms holders in renewing their licences on January 1st, the licence office was visited by a large number of persons.

The funeral rites of the wife of Mr. Li Yau Tsun, Chairman of the Hongkong Chinese Chamber of Commerce, took place yesterday. The procession was characteristic of the funerals of rich Chinese and was largely attended.

The following forthcoming weddings are announced—Mr. George William Reid, of the A.P.C., Shamoon, and Miss Isabella Welsh-Strang, who is on her way from England; and of Mr. Norman Dunn Moffat, of No. 4, Stanley Terrace, Quarry Bay, and Miss Helen Dunn, Muirhead, of Bannockburn, Scotland.

Mr. Joseph Lo Pak Hung, President of the Shanghai Chinese Chamber of Commerce, arrived in the Colony yesterday by the *s.s. Porthos*. He is returning North after having visited the United States and Rome. Mr. Lo sailed from New York on the *Laconia* late in July and has since visited London, Paris, Lourdes and Rome.

The Government is at present considering a petition from the Hongkong and Kowloon Landlords Association in connection with the payment of rates on property in the Colony. Rates are at present due on a whole house even if only one floor is occupied, and the petition is that rates be levied only on actually occupied premises.

At a well attended meeting of the shareholders and creditors of Messrs. M. Y. San & Co., Ltd., held for the purpose of discussing measures to assist the company in carrying on business, it was disclosed that the liabilities of the Company were \$4,396,714.87. It was unanimously decided that a further 20 per cent. on the old shares be called up and fresh capital of \$500,000 be subscribed at 80. A committee was appointed to look after the business.

An announcement by the Royal Hongkong Golf Club in our advertisement columns states that the Men's Club House at Fanling is now open for residence and meals. The Ladies' Club House except for the dressing room is closed and ladies' meals and refreshments are served in the Men's Club House. Owing to the difficulties in telephonic communication, members if they require meals are asked to inform the secretary, Lieut. Col. E. D. Matthews, twenty-four hours in advance. It is hoped to open the Ladies' Club House and the new course on October 3rd.

LEFT THE COLONY.

WELL KNOWN RESIDENTS' DEPARTURES.

On the *Empress of Russia* when she sailed from Hongkong yesterday for the North and Vancouver were a number of well known residents. They included—The Hon. Newton Rowell, former Premier of the Province of Ontario, en route to Vancouver, Dr. B. A. Moore of the Government Medical Service, accompanied by Mrs. Moore, for Yokohama, Mr. Allan Cameron of the Canadian Pacific S. S. Co., and Mrs. Cameron, for Yokohama.

Mr. J. A. McArthur, sub-manager of the Hongkong and Shanghai Bank, is bound for Home and Canada accompanied by Mrs. McArthur, Mr. "Sammy" Church of the International Banking Corporation, booked for Yokohama to take up new appointment in Tokyo, Mr. E. V. Jackson, Superintendent of the Great Northern Telegraphs, bound for Nagasaki, accompanied by

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

ARTIFICIAL SILK.

NEW ANGO-DUTCH COMPANY
IS FORMED.

LONDON, September 17th.

A new Anglo-Dutch Company, with a capital of a million sterling, styled the British Enka Artificial Silk Company, Limited, has been formed. It plans to erect a factory in England, which will be ready in eighteen months, capable of producing 15,000 lbs. of "Viscose" artificial silk daily.

CAMPAIGN IN MOROCCO.

SPANISH EMBASSY DEPRECATES
ALARMIST REPORTS.

LONDON, September 17th.

The Spanish Embassy deprecates the alarmist messages from Morocco. For instance the reported mutiny of Spanish troops is denied by a Madrid telegram, which speaks of the enthusiasm of the troops embarking for Morocco.

The Embassy pleads cautious reception of news that the Spanish force at Alhucemas is in difficulties, and points out that in the event of rough weather obliging the supply ships to leave the bay, the troops ashore are able to await their return without suffering great privations. It alludes to the Riff snipers' "feeble attacks." Nevertheless, the troops have gone inland for some distance without opposition and numerous villages of the Bokoya tribe are flying the "white flag."

A message from Melilla to Madrid states that Riff attacks at various points between Weit and Melilla have been repulsed.

A supply barge sprang a leak, but a destroyer rescued the crew.

Bad weather prevented disembarkation of troops from several vessels at Cebradilla Bay.

EARLIER CABLES.

BIBANE HEIGHTS RECAPTURED.

PARIS, September 16th.

French troops to-day brilliantly recaptured the Bibane Heights, midway between Tannat and Wezan.

MILITARY AND POLITICAL GAIN.

PARIS, September 16th.

The capture of the Bibane Heights is not only a military success but a political gain. The French now occupy the territory of the Beni Ourighels, whose defection undermined the French political front along the Wergba.

The occupation facilitates the organization of an uninterrupted chain of strongholds along the right bank of the river.

LATEST CABLES.

TCHITCHERIN IS WORSE.

WARSAW, September 17th.

The health of M. Tchitcherin, Foreign Commissar of the Soviets, is becoming worse.

EARLIER CABLES.

MR. WINSTON CHURCHILL

MAKES IMPORTANT SPEECH AT
BIRMINGHAM.

LONDON, September 16th.

The fact that the French Government had agreed to accept a £12,500,000 obligation to Great Britain was divulged by Mr. Winston Churchill in a speech at Birmingham, though the agreement is subject to further discussion of certain points, some of which are of considerable importance.

The Chancellor of the Exchequer said that the Moscow propagandists had singled out the British Empire as the first and main object of their malice. He declared that the present British Government stood as a solid mass of stalwart common sense and moderation, against all unconstitutional activities, but was determined to take a conciliatory middle course to achieve a general recuperation, not only in foreign, political, and economic affairs but in domestic spheres as well.

SHIPPING STRIKE.

THE DEADLOCK CONTINUES
AT MOST PORTS.

MELBOURNE, September 16th.

Thirty-three overseas vessels with a total tonnage of 330,000 are idle in Australian ports.

LASCARS AS CREW.

CAPE TOWN, September 16th.

The liner *Trafalgar* left for England with a Lascar crew, and carrying her full complement of eighty-six passengers, also £500,000 in specie.

MUST FEED STRIKERS.

DURBAN, September 16th.

Acting on official instructions the police have informed the captains of vessels that it is illegal to refuse to feed strikers, and the Government hold ship-owners responsible for the expenditure incurred in feeding men forced ashore.

SKIPPER COMMITS SUICIDE.

CAPE TOWN, September 16th.

Though two main steamers have sailed, and the Dutch vessel *Rietfontein* is taking mails, gold and bullion from the Rand, the strike situation is worsening. There are now two thousand seamen ashore in South Africa.

Hundreds are enjoying the beautiful environment of Table Mountain, and playing football and cricket. Local Labour leaders are publicly appealing for more playing outfits.

The fruit congestion at the docks is most serious, and the egg-exporting season has just arrived.

The captain of the steamer *Athel Foxon* has committed suicide at Durban. It is alleged that he was worried by the strike.

MUTINY ON THE "PORT CERNO."

LONDON, September 16th.

A message from Durban states that the steamer *Port Cerno* has returned to port. The crew mutinied.

It appears that the *Port Cerno* was taken out by her officers, but the crew refused to work except back to Durban, where the strikers are now accommodated in public halls and the police station.

SYDNEY SENSATION.

SYDNEY, September 16th.

A sensation has been caused in shipping and commercial circles here by cables from England stating that liners might cease coming to Australia while the strike lasts. The owners' representatives have made a statement that they are fighting for the principal of collective bargaining and demand the unconditional return of the strikers.

Another hundred and eighteen seamen have been sentenced to a week's imprisonment.

In the Legislative Assembly, replying to a question, the Attorney General said that the prosecutions of British seamen instituted by the local representatives of shipowners were under the British Merchant Shipping Act which no dominion has been authorised to amend.

THE LEAGUE COUNCIL.

QUESTION OF NON-PERMANENT
MEMBERS.

GENEVA, September 16th.

With reference to the Chinese resolution in regard to the election of six non-permanent members of the Council, the Committee's report to the Assembly says that "inasmuch as the Assembly has already come to a unanimous decision several times on this subject, it is unnecessary to refer the proposal to the Committee, but it could be submitted direct to the Assembly."

EMPIRE PRESSMEN.

MOTOR FROM SYDNEY TO
BRISBANE.

BRISBANE, September 16th.

The Empire press delegates have arrived here and have been most warmly welcomed, after a three days' journey mostly by motor car from Sydney. In a speech at Lismore, Sir Emley Carr said that the Australian Immigration Act had not encouraged immigration.

FRENCH WAR DEBTS.

M. CAILLAUX GOES TO U.S.

PARIS, September 16th.

M. Caillaux and the members of the Debt Funding Commission departed for the United States to-day.

LATER.

Four Senators and four Deputies and three financial experts are among M. Caillaux's numerous retinue.

M. Caillaux, interviewed, was sanguine of getting an equitable settlement which would enable the United States again to demonstrate the traditional Anglo-Saxon spirit of fairplay.

[REUTER'S AMERICAN SERVICE.]

WHICH CAN PAY MOST?

WASHINGTON, September 16th.

Senator Borah is conferring with President Coolidge and is opposed to France being granted more liberal terms than were given to Britain. He is reported to have stated that the French have a capacity to pay greater than the British.

[THROUGH REUTER'S AGENCY.]

CRICKET AT HOME.

HOBBS HEADS THE BATTING
AVERAGES.

LONDON, September 16th.

The four-day match at the Oval between the Champion County (Yorkshire) and the Rest of England was not finished, owing to rain. The following were the scores:—

Rest of England, 430 and 222 for four wickets (declared).

Champion County, 313 and 119 for three wickets.

In the first innings of the Rest of England, Hobbs scored 106, Woolley 64, Carr 60, Fender 56 and Jupp 61, not out. Macaulay took seven wickets for 133 runs.

In the second innings, Woolley scored 104 and Carr 83. For Yorkshire, Sutcliffe made 121 in the first innings and 50, not out, in the second.

FIRST CLASS AVERAGES.

LONDON, September 16th.

The season's first-class cricket averages show that as regards batting, Hobbs easily leads. He has played 48 innings, has scored 3,024 runs, 266 not out being his highest score, has been five times not out, and has an average of 70.32 runs.

Parker (of Gloucester) heads the bowling, his analysis being:—1,312 overs, 478 maidens, 3,311 runs, 222 wickets, giving an average of 14.91 runs per wicket.

He is followed by Tate whose analysis works out at:—1,604 overs, 472 maidens, 3,415 runs, 223 wickets, giving an average of 14.97 runs per wicket.

HOME FOOTBALL.

WEDNESDAY'S LEAGUE RESULTS.

LONDON, September 16th.

The following are the results of matches played in the English League to-day:—

FIRST DIVISION.

Birmingham 1, Huddersfield 2.

Bolton 4, Burnley 2.

Everton 4, Bromwich 0.

Leeds 2, Newcastle U. 0.

Manchester U. 3, Leicester 2.

Sheff. Wed. 0, Watford 1.

Swindon 4, Bristol R. 2.

THIRD DIVISION (SOUTH).

Hartlepool 5, Accrington 1.

Wrexham 1, Wigan 0.

THIRD DIVISION (NORTH).

Hartlepool 5, Accrington 1.

Wrexham 1, Wigan 0.

[REUTER'S AMERICAN SERVICE.]

YACHTING IN AMERICA.

OYSTER BAY, L.I., September 16th.

In the second series of the races for six-metre yachts, *Dauphin* (America) crossed the line first. America also gained the second, third and sixth places.

[THROUGH REUTER'S AGENCY.]

BOMBAY COTTON STRIKE.

BOMBAY, September 16th.

The strike of cotton operatives is extending. There are now 45,000 workers idle.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

PRINCE OF WALES.

SNOW PREVENTS RESUMPTION
OF JOURNEY.

SANTIAGO, September 16th.

Owing to the continuance of snowstorms in the Andes, the Prince of Wales returned to Valparaiso. Later he went to Vina del Mar.

It is announced that the Prince will maintain strictly incognito until he departs for Chile.

A message from Mendoza states that snow, avalanches and landslides have further blocked the Trans-Andean Railway. Dynamite is being used to remove the rocks covering miles of the track.

[REUTER'S AMERICAN SERVICE.]

MR. SAKLATVALA.

NOT TO BE ALLOWED TO LAND
IN AMERICA.

WASHINGTON, September 16th.

Mr. Kellogg announces that instructions have been cabled to London to revoke the passport visa granted to the British (Indian) Communist M.P., Mr. Saklatvala, who is a member of the British party to attend the Inter-Parliamentary Union Conference in America, owing to Saklatvala's inflammatory revolutionary speeches. Mr. Kellogg added that it was undesirable to admit foreigners to preach anarchy.

SENATOR BORAH'S ATTITUDE.

WASHINGTON, September 16th.

Mr. Kellogg's announcement banning Mr. Saklatvala was issued immediately after conferring with President Coolidge. The decision is directly opposed by Senator Borah who said to-day that he thought it was unnecessary and unwise to exclude the Communist. He added that all the revolutionary utterances attributed to Saklatvala had been made publicly in Britain where no effort was made to punish him, and therefore Mr. Borah deprecated a policy implying greater restriction on free speech in the United States than in Britain.

U.S. ANTHRACITE STRIKE.

PLAN TO IMPORT WELSH COAL.

NEW YORK, September 16th.

A prominent coal merchant, Mr. Wertheim, has left for England to arrange for the import of 50,000 tons of Welsh coal monthly, if the anthracite strike in the United States continues.

FEDERATION SAYS "NO."

BRUSSELS, September 16th.

The Congress of the International Miners' Federation have decided to prevent the shipment of British coal to America to defeat the strike.

IN THE RECEIVER'S HANDS.

NEW YORK, September 16th.

The holders of \$168,000,000 worth of stock in the Milwaukee-St. Paul Railroad have assented to the reorganization of the railroad which is at present in the hands of the Receiver.

GERMAN LOAN IN U.S.

INVESTORS' ENTHUSIASM.

NEW YORK, September 16th.

The \$25,000,000 German Government Agricultural Loan has been over-subscribed. The price yields investors 7.63 per cent.

SOVIET NAVY.

WRANGLER WARSHIPS FOR THE
BOLSHEVIKS.

It seems likely that the Russian Fleet, which was formerly under the command of General Wrangel and is now interned at Bizerta, Tunis, will be handed over to the Soviet Government in about two months' time, wrote the *Times* Paris correspondent on August 11th.

The Foreign Affairs Committee of the Chamber of Deputies passed a resolution to this effect last June, recommending that this question should not be associated with the Russian pre-war debt, but should be treated separately. It is understood that the Government has now decided to put this resolution into effect. The vessels will be transferred in October from Bizerta to a Corsican port in order that there may be as little publicity as possible about the transfer. It was thought that at Bizerta the Communists might turn the event into a demonstration.

FAR EASTERN CABLE

NEWS.

[THROUGH REUTER'S AGENCY.]

FLOODS IN SHANTUNG.

SOUTH DYKE OF YELLOW RIVER
BREAKS.

PEKING, September 17th.

The China International Famine Relief Committee to-day received the following telegram from its Shantung Committee: "The south dyke of the Yellow River is broken at Yungcheng Hsien and has flooded an area 40 li wide and 2,000 li long. The break is wide and the river has changed its course. Nine hundred villages are surrounded by water. All crops are destroyed and boats are the only means of communication between villages. Emergency relief has been started with Yungcheng as headquarters. The Committee requests the Chief Engineer to visit the break as soon as possible and advise what action is needed to control the river."

The Executive Secretary and Chief Engineer of the China International Famine Relief Committee are leaving Peking for the flooded area at once.

CHINA TARIFF CONFERENCE.

INVITATIONS BEING EXTENDED TO
SMALLER POWERS.

LONDON, September 17th.

The *Daily Telegraph's* diplomatic correspondent understands that the Peking Government is inviting to the Tariff Conference not only the Washington Treaty Powers, but also Powers like the Scandinavian, enjoying rights by virtue of earlier treaties.

SWEDEN FALLS INTO LINE.

STOCKHOLM, September 16th.

The Swedish Government have decided to subscribe to the Washington Treaty regarding the revision of the Chinese Customs Tariff.

STORM IN FORMOSA.

GREAT DAMAGE REPORTED
AT KEELUNG.

NAGASAKI, September 17th.

A cable from Formosa states that a storm, on Tuesday, flooded Keelung. Hundreds of houses were inundated; the telephone and telegraph were interrupted and number of motor-boats and fishing-boats are missing. Some bridges were washed away or damaged. The American vessel, *Helean*, is reported aground near the lighthouse.

EXTRATERRITORIALITY.

BRITAIN COMMUNICATES WITH
AMERICA.

LONDON, September 16th.

Reuter's Agency learns that Great Britain is in communication with the United States of the subject of the conference on extra-territoriality in China.

[REUTER'S AMERICAN SERVICE.]

DATE SETTLED.

WASHINGTON, September 16th.

The Committee to investigate extra-territoriality in China is convoked to meet in Peking on December 18th.

AMERICAN VIEWS AGREE.

WASHINGTON, September 16th.

The announcement of the convocation of the Peking Conference is construed as indicating that virtually all the Powers communicated with have agreed to the proposal.

[THROUGH REUTER'S AGENCY.]

CHINESE CHAIRMAN PLEASED.

PEKING, September 17th.

The Chairman of the Extraterritoriality Commission, Mr. Chang Yao Tseng, in an interview with Reuter, said: "Indeed it is a piece of happy news that America, pursuant to the Washington Conference, is taking steps to request the interested Powers to appoint, this year, an International Commission to investigate the Chinese judicial system and administration of justice. We shall extend a hearty welcome to the Commission and do everything to facilitate its work. The Chinese Government and People hope that the Commission will be composed of jurists and trained legal experts, then the way will be paved for a satisfactory settlement of the problem."

JAPANESE AVIATORS.

DELAYED BY BAD WEATHER
IN GERMANY.

KOBLENZ, September 16th.

The Japanese aviators have postponed their flight to Berlin for twenty-four hours owing to bad weather.

THE SCOTT MEMORIAL.

TO COMMEMORATE AN EPIC STORY.

When sailors pass in and out of the Harbours in future years they will be reminded by the Scott Memorial, which was unveiled recently at Mount Wise, Devonport, that their fellow-countrymen hold in high respect the virtues which seemed exhibit in their unceasing battle against Nature's forces. Captain Robert Falcon Scott died as long ago as March, 1912, when on his way back from the South Pole. The world rang with the story of his defeat in victory, and it is as victors that he and his companions—Dr. Edward Adrian Wilson, Captain Lawrence E. G. Oates, Lieutenant Henry Robertson Bowers, and Petty Officer Edgar Evans—will always be remembered. "Had I lived," Scott wrote in his diary, "I should have had a tale to tell of the hardships, endurance, and courage of my companions which would have stirred the heart of every Englishman." We have suffered much in the intervening years. Almost every British home has supplied a hero in defence of the cause of liberal civilisation, but the tragedy of the Scott Expedition in the ice-bound wastes of the Antarctic has not been forgotten. An enthusiastic response was made to the call of the Mansion House Committee for funds out of which provision was first made for the dependents of those who had won immortality by their services "for King, for country, for brotherly love, for knowledge"—to quote the words on the memorial. Among the other objects in view was the perpetuation in permanent form of memories which will become part of the heritage of future generations.

The world-struggle occurred before effect could be given to this purpose, but subscribers in Great Britain, as well as in the United States—for Americans joined in this tribute—now have the satisfaction of knowing that the scheme is complete. It is a worthy memorial that has been raised. A granite pylon is surmounted by a bronze group representing Courage, sustained by Faith, and Despair, and Death. The medallion portraits of the five heroes commemorated are below, and they will live in men's minds as exemplars of our race as long as granite and bronze defy the storms that sweep in from the sea over Mount Wise. Though they have long since ceased to breathe, they will be an inspiration whenever occasions arise calling for pioneers who are prepared to face hopeless odds in pursuit of great ends. And such calls will unquestionably come, though the boundaries of knowledge of earth and sea have been forced back until at times we are apt to think that the age of discovery has closed. We may yet learn that there are many more secrets to be unlocked before man is master of the globe.

Scott reached the South Pole only to find that Roald Amundsen had hoisted the Norwegian flag there a month before. The Siberian ponies which he had taken with him for hauling purposes were as well as the sledges, dogs, and endless trouble and were of slight use, and the three motor-sledges broke down and had to be abandoned. But nothing daunted Scott and his four companions. They refused to recognise defeat, though anxious thoughts began to take shape in the leader's mind as he realised the difficulties which lay before him. The return journey would, in any event, have been a hazardous adventure without the aid of ponies or dogs for traction, but blizzards such as no human being had ever encountered were experienced. Evans, the strong man, was the first to die. There was one less mouth to feed, but nevertheless food began to give out. It became apparent that all the little party could not live.

It was in face of this emergency that Captain Oates, that very gallant gentleman, "without word of farewell to cause grief to his fellows, went out into the waste alone. His sacrifice was unavailing. Nature's forces were overwhelmingly strong. When the search party came up towards the close of the year, the bodies of Scott, Bowers, and Wilson were discovered only eleven miles from One Ton Depot, where ample supplies of food and other comforts had been stored. They had perished when less than a day's march from safety. These are the outstanding episodes in the story of the end of these men who had set forth in pursuit of neither gold nor silver, but of knowledge. Youth will draw its inspiration for life from their deaths. When men talk of "the team spirit" in years to come, they will recall how these heroic five comforted themselves, alone in the frozen regions of the South Pole, menaced by hunger and cold, and with rapidly receding hope of escape. Scott, Oates, Wilson, Bowers, and Evans will stand for all time as witnesses to the nobility which can rise triumphant above all circumstances of time and chance. This mass of granite and bronze, with the four medallion portraits engraving the memory of the expedition, is the Scott Memorial. To find it, and "Not to Yield," will serve for the perpetuation of a great tradition.

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AUGUST 5TH.
AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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BRITISH INDUSTRY.

AN OBJECT LESSON FROM ANTWERP.

Post-war developments have nothing more wonderful to show than the resurrection of Antwerp, wrote the special correspondent of the *Daily Telegraph* on August 6th. When on the conclusion of the Armistice, Sir Cecil Hertslet, then still, and for some weeks afterwards, Consul-General, returned here by the first boat, on November 30th, 1918—as he had left the port by the last boat before the fall of the city on October 7th, 1914—there was absolutely no shipping in evidence, and the formerly palpitating quaysides of the Scheldt had become a wilderness overgrown with weeds. What a metamorphosis has been effected since then! To-day the port, which had, so to say, been completely put out of commercial action by the war, can point to the marvellous achievement, after a few years' strenuous effort at reconstruction, of a tonnage of ships using it totalling more than 10,000,000 during 1924—an advance of some 6,000,000 tons on the year 1913, which up to then had constituted a record. It is an amazing recovery, but Antwerp is by no means content with this, and at the present moment she is engaged on a programme of extension which, to repeat the word that was used in a recent despatch, is nothing short of colossal.

A STUPENDOUS SCHEME.

Contrary to the system in England, with its Port Authorities distinct from its civic councils, the administration and management of the port of Antwerp are in the hands of the Municipal Council, and it is the Corporation of the Burgomaster and Aldermen who prepare all port matters to be placed before the Municipal Council, and these in their turn must be approved by the provincial permanent deputation or sanctioned by the King. In its present Burgomaster, M. Van Cauwelaert, Antwerp possesses a head of incessant enterprise who has at heart the greater glory of the already mighty port committed to his charge, and M. Cauwelaert, in an interview that I have had with him, informed me that the extensions to the port that have been approved are expected to involve an expenditure, roughly, of no less than \$50,000,000, and that the completion of these various works will practically triple the facilities of Antwerp, which already possesses sixteen maritime docks, four barge docks, seven graving or dry docks, 250 miles of railway tracks, an enormous hoisting and other equipment, and tremendous warehousing accommodation.

The most striking impression of the extent of the extensions in progress is afforded in the new canal dock, which, starting from Wet Dock No. 3, ends in a great maritime lock at a bend of the Scheldt downstream at Kruisschans. The walls of the lock are already above low-water level, and there is a prospect of its being completed next year. This lock, with a length of 896ft., a width of 115ft., and a depth of 35ft. at low tide and about 47ft. at high tide, will place Antwerp in the proud position of possessing one of the biggest constructions of this kind in the world. It will indeed, be slightly wider than that of Panama. Starting from the lock, a canal dock more than three miles long and nearly 1,000ft. wide—in its bend the width will be no less than 1,300ft.—will connect the northern end of the existing docks. This work is expected to be completed within two years. Later the construction of 2,000 metres of deep-water quays in the bend of the Scheldt is to be considered; then the port will have nearly 30 miles of quay walls, nearly 35 square miles of docks, and more than 100 square miles of quays, roads, and railways combined.

But the new works mentioned do not complete the programme that the Municipal Council has in view. Consideration is being given to the question of grafting further wet docks on to the new canal dock and of building a large dock to be specially appropriated for grain and ore traffic, and, furthermore, there is a project for the construction of a maritime canal from Antwerp to the Moerdijk (Dordrecht Holland), which in conjunction with the Rhine and the Rhine-Danube Canal, would bring Antwerp into direct connection by waterways with the Balkan ports as far as the Black Sea.

The particular rival of Antwerp is, as is pretty well known, Rotterdam, and in this connection one hears diverging stories of the constant efforts of the two ports to outdo each other. Thus Rotterdam, at the mention of the Kruisschans Lock at Antwerp—which alone among the new works is to cost about 70,000,000—points proudly to its Ymuiden Lock, which is to be bigger; but if you remark on this in a hesitating, apologetic way, to Burgomaster Van Cauwelaert he, with a twinkle in his eye, will tell you that Antwerp has a "secret" first-hand knowledge of the Ymuiden Lock, which will put the Ymuiden Lock completely in the shade!

BRITISH INTERESTS DOMINATE.

Burgomaster Van Cauwelaert speaks with satisfaction of the present dominating position of British interests in the port of Antwerp. In an allusion to our Ambassador at Brussels he remarked that the welfare of Antwerp has always occupied a foremost place in the sympathies of Sir George Grahame, and he added that, under the able direction of Mr. Arthur Rowley, the British Consul-General is well maintaining the very friendly and fruitful co-operation which Sir Cecil Hertslet, that great friend of Antwerp, had already rendered traditional. The words that M. Van Cauwelaert used with reference to the position of British commercial interests in Antwerp I give in extenso:—

Since the port of Antwerp half a century ago commenced its continuous and impressive development, which, in spite of the disastrous period of the war, has placed it at the head of Continental ports, the British Mercantile Marine has occupied a preponderating position. In 1913, out of 7,055 vessels which entered the port, 3,252 flew the British flag, or 47.5 per cent. In 1902 their number was 4,302 out of 7,698, i.e., 53 per cent. In 1923, 4,800 out of 8,993; in 1924, 4,310 out of 9,709, or 7,335,435 tons tonnage. British imports bear a like proportion to the total imports of the port of Antwerp as is borne by the formidable proportion of the shipping flying the British flag. In 1923 the proportion is 49 per cent., consisting chiefly of goods which constitute the indispensable elements of our food supplies and raw materials for our national industries. But Great Britain is not only the first and most faithful of our customers, but likewise she is a valued collaborator in the activity of our city. Many of her nationals have won an important position in the world of our shipowners, brokers, underwriters, bankers, ship repairers, and manufacturers.

I can therefore say without any exaggeration that the prosperity of the British Empire and that of the port and city of Antwerp are intimately allied. Without Great Britain Antwerp could not maintain its highly important position, and I may add, without any fear of contradiction, that just as the power of Britain has never been a menace to our country, the importance of British interests in Antwerp has never been an obstacle to our moral independence. Just as the British colony in Antwerp is distinguished by honesty in business relations and its generosity towards charitable works, so is its discretion towards our public life to be admired. And thank God, we can look forward into the future without fear, for, just as the war reinforced our moral relations, it has equally enlarged in a happy way the circle of our common economic interests. Two examples are sufficient to prove this: the establishment here of several first-class English banks and the establishment of new commercial relations direct between Antwerp and Great Britain's Dominions.

It was once said by the German economist Professor Schumacher, "Antwerp's power of attraction lies in its cheapness," and conversations that I have had with leading commercial men here, both Belgian and British, provide abundant verification of that statement. Leaving aside the enormous advantage that Antwerp possesses by its peculiar geographical position and by that extraordinary system of fluvial and canal connections which bring it into direct touch with so many and such distant parts of Europe, shippers must always be attracted by its low pilotage and towage charges, its clearance fees, its port charges, and its stevedoring rates. At the Baltic and White Sea Conference held at The Hague last year it was pointed out that in the case of a ship of 4,074 tons, and unloading 2,500 tons of general cargo, the dues at various Continental and British ports ranged from £80 to £293, while those of Antwerp were only £50; and, further, that stevedoring costs in other European ports varied from 1s. 6d. to 4s. per ton, while at Antwerp they were 1s. 3d. There is no need to go further into detail regarding matters which, though unfamiliar to the public—and apparently so often ignored by Governments—are so painfully well known to British as to other shipowners, shippers, and merchants.

While England is handicapped in her commerce by those labour troubles which, unfortunately, would appear to have become part of her normal life, Antwerp, like so many other foreign centres, is facilitated in its continuous progress by an absence of these crippling factors. There has, indeed, I am informed, been only one serious strike here during the past two years. The Belgian workman seems to be co-operating loyally with his employers in the determination to advance the port, and it is rather curious and mortifying to be told that, whatever deterioration is to be noted in him since pre-war days is the result of his contact with labour agitators in Great Britain. In spite of modifications that were made so that it could be made applicable to port work, the eight-hours day and forty-eight-hours week law is, it may be here mentioned, causing great dissatisfaction to employers, and a Royal Commission has been set up to inquire into its effects.

GERMANS AND BRITISH.

A point emphasised by one British shipping authority interviewed was the rapid manner in which German interests are reasserting themselves here. At present the British and German flags may be considered as having about 34 and 13 per cent. respectively of the "regular line" traffic of Antwerp—a proportion which is not, it was pointed out, so very much in our favour when it is remembered that the German fleet is far from being reorganised yet. This particular authority, speaking of the ever-growing German competition—"The German ships coming here," he said, "are increasing month by month"—in conjunction with the relative costs of Continental and British ports, and of the policy of strikes and "cut-throat" in England, took a most pessimistic view of the future; he, indeed, declared mournfully:—

Unless there comes quickly in England a drastic change in commercial methods and Labour tactics we are bound to go to the dogs, as did the Roman Empire. It is simply astounding to me and to others, viewing things from a detached distance, that the English workman does not realise how he is gradually but surely ruining our industry. It is perfectly hopeless for a country having the labour conditions which now prevail in England to attempt to compete with peoples whose industrial peace and conciliation are enabling them to forge ahead so smoothly and so rapidly.

He had a word of criticism, too, for the British shipowner as against the German:—

The German (he said) will do much more than will the Britisher to accommodate the shipper. If, for instance, a shipper wishes a cargo to be stowed in such-and-such a way or in a certain hold, the representatives of a German line will do their utmost to have those wishes carried out, and this, of course, causes the shipper to become more friendly disposed towards the Germans than towards the British, who refuse to go out of their beaten track to oblige a client.

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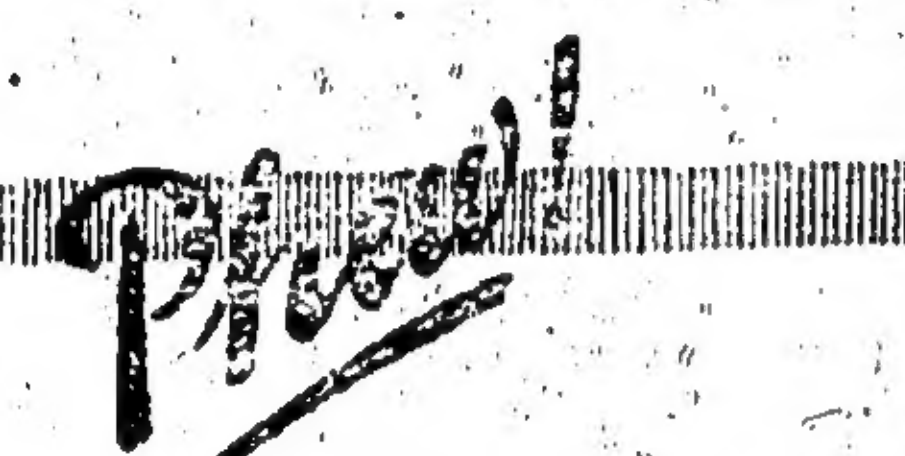
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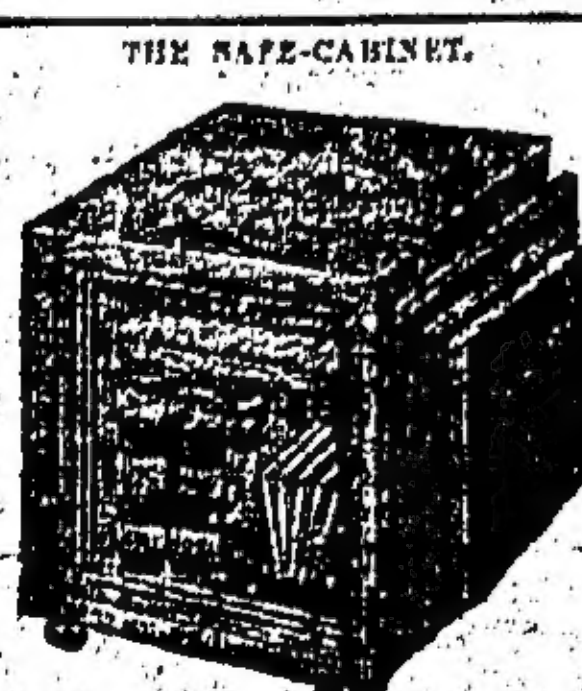
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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 17th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.70	29.79	29.77
Temperature	80	76	83
Humidity	70	60	59
Wind Direction	NNW	NNE	ESE
Force	3	2	2
Weather	B	O	B
Rain	0.0	0.00	0.00
Highest open-air temperature on 18th	88		
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MOTORING.

NEW SIGNALS NEEDED.

What would you do if, when following another car, you saw a suit-case drop from its carrier, asks the motoring correspondent of a London paper.

The natural instinct would be to try to pass the car and attract the attention of the driver. Such a situation actually occurred the other day on the Great North Road, but the driver of the following car had little success in his role of the good Samaritan.

He sounded his horn vigorously, but when he accelerated to pass the other car the driver turned round, grinned, and challenged him to a road race. The challenge was not accepted. In fact, the driver of the following car might well have been excused, if he had taken no more interest in the lost suit-case. But he had his revenge later, ten miles along the road, when the leading car stopped and he was able to explain the situation.

In these days of massed motoring the occasion often arises when it is desirable to attract the attention of a driver, and if he has passed you the matter is a little difficult.

None of the recognised driving signals applies to a case of this description, and an extension of the code might prove useful. Possibly the best signal would be a continuous sounding of the horn. This would serve the same purpose by night as well as by day. It would be easily recognisable even at a fair distance.

"THANK YOU" SIGNAL.

Often in the event of an accident the culprit drives on and pleads that he was unaware of anything untoward having happened. The other day a driver knocked a motor-cyclist off his machine and continued as though nothing had happened. The driver of another car took his number, but if the "continuous horn" signal had been recognised the defaulting driver would have had no possible excuse for his action.

Another signal that might well be included in the code is the "Thank you" signal.

It is a courtesy which I am glad to say is becoming more common. When one driver gives the right of way to another, even though he is entitled to it, the latter should recognise the action by a salute. It is not an essential signal but it is a sign of good manners, and anything that promotes good manners on the road should be encouraged.

The "Thank you" signal is nearly always employed by London General omnibus drivers who set a good example in road manners which many private motorists might follow with advantage.

This signal if universally used would help to foster a spirit of amity among road users.

FLAG OF DISTRESS.

One other addition to the road code is desirable and that is a signal which will indicate when a motorist is in trouble.

One suggestion is that a motorist requiring assistance should tie a handkerchief to a prominent part of the car—say the windscreen.

This would act as a flag of distress. To indicate that petrol is required might need a special sign, for few cars carry spare petrol in these days of petrol pumps. A motorist who ran short of petrol the other day on a main road told me that he stopped eleven cars before he discovered one with a spare tin.

SEVEN YEARS IN ARCTIC.

THE "MAUD" HOMEWARD BOUND.

Captain Amundsen's ship, the *Maud*, which was held in ice north of Siberia all last winter, is now free, and sailed for Nome on August 12th.

It is now a little over seven years since the *Maud* left Europe in an endeavour to drift across the North Polar Sea. Captain Amundsen left Norway in June, 1918, and hoped to enter the pack-ice off the New Siberian Islands. This hope proved vain; after two years spent along the Siberian coast, the *Maud* failed to enter the pack-ice, and Amundsen, leaving the ship, made his way to Alaska. Returning to the *Maud*, he made another effort to enter the pack-ice off Wrangel Island, but was again driven back. The *Maud* was brought to Nome, Alaska, and a third attempt was made to enter the pack-ice.

On this occasion the *Maud* left Nome in the summer of 1922. Amundsen by this time had conceived the idea of flying from Alaska to Spitzbergen, and on July 28th (1922) he parted from his companions off Point Hope, the *Maud* being left in charge of Captain Wisting, who then endeavoured to carry out the original object of the expedition—the drift across the Polar Ocean. The *Maud* was frozen in early in August (1922), and drifted north and west. The ship, however, made little progress, and after two years spent in the pack-ice, the *Maud*, having failed to round the New Siberian Islands, was compelled to turn back. On August 9th (1924) when Captain Wisting realized that he could do nothing more than endeavour to return home, the *Maud* was at 76° 25' N. and 143° 20' E. In the November following the *Maud* was back off the coast of Siberia, 500 or more miles south-east of the New Siberian Islands, and there, owing to a severe winter, the long Arctic winter had to be spent.

MR. SAKLATVALA.

RED M.P. WHO IS TO VISIT CANADA.

In recently delivered, though hitherto unpublished speeches at open-air meetings in his constituency, stated a London daily paper last month, Mr. Saurji Saklatvala, the Parsee Communist M.P. for North Battersea, has talked with complete frankness on his aspirations to bring about the dissolution of the British Empire and the overthrow of charitable organisations at home as a necessary means to promote revolution, being the first step in the Communist creed for the improvement of working-class conditions.

Mr. Saklatvala, who has arranged to go to Canada in September and to the United States in October as a member of the British delegation to the Inter-Parliamentary Union Conference, refers to the British Empire as "slaveland, humbug, and hypocrisy. The British Empire must be broken and dissolved. There was no White Civilisation of which they had heard so much. What existed was Economic Slavery."

WHITE AUSTRALIA.

Mr. Saklatvala claims to speak with great knowledge on conditions within the Empire, but apparently the Dominions have not yet realised the horrors of their existence as seen by this Communist, for in one of these speeches he stated that he had been talking to an Australian comrade and wanted her to go back to persuade the Australian Labour Party out of their idea of a White Australia.

To Englishmen he says there is no such thing as a "foreigner," which is a thing as a "foreigner," which is a thing as a "foreigner." They are merely people who a few years ago had come over, and dumped themselves down in England.

Dr. Barnardo's Homes and the Police Orphanages he condemns "because the boys are made into soldiers and sailors."

As long as these places existed the master class would have their forces. Mr. Saklatvala is now endeavouring to undermine discipline in the Forces. He appealed to all women to write to soldiers and sailors explaining the Communist creed, and tell them that it would break their hearts if they fought.

The Communist Party was preparing for direct action as a sequel to the attempts now being made to find a peaceable solution of the difficulties of the coal industry. He was ashamed of being constitutional. The law was only to obstruct and to provide privileges for the privileged. He and his Communist colleagues would fight to the last, and if the British Empire rolled in the dust he did not care.

"I am a revolutionary. The time has come to be ashamed of traditions of the past. They only help the masters to steal other people's lands."

These are the sentiments which Mr. Saklatvala, taking advantage of his position as a member of the British Parliament, intends to disseminate throughout the Empire and at the forthcoming conference in the United States at which the Parliaments of the principal countries of the civilised world will be represented.

Ed. Note.—It will be seen from a cable published in our columns to-day that the U.S. authorities have taken steps to revoke the passport visa granted to Mr. Saklatvala, "owing to his inflammatory revolutionary speeches."



REGULAR FOREWATER SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STAMPS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
SAWAH	JAVA via AMOT	18th Sept.	—	—
LOBINTO	JAVA	19th	—	—
GORJINTAN	INDONESIA	20th	22nd Sept.	SHANGHAI
TJILAWANG	JAVA via MANILA	22nd	24th	AMOT, N. HAI, & N. CHINA
TJIKARANG	INDONESIA	23rd	25th	INDONESIA
TJIBESAR	JAPAN & KIELING	25th	27th Oct.	INDONESIA
INGGASO	JAVA	30th	—	—
TIRIDNAS	AMOT	3rd Oct.	4th Oct.	AMOT & N. CHINA
TIRINI	JAVA	4th	6th	MAKASSAR & JAYA
TOBA	JAVA	5th	—	—

Wireless Telegraphy. The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passages, apply to the

JAVA-CHINA-JAPAN LIJN.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "ASIA"

will be leaving for ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS, On or about 26th October, 1925.

Further Sailings	Expected on or about	Will leave homebound on or about
M/S. "Java"	15th October	—
M/S. "Africa"	15th November	—
M/S. "Malaya"	10th December	—

Subject to change without notice.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Agents.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "CALCEAS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 15th September, 1925.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage Period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 21st Sept., 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th October, 1925, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th September, 1925. [2841]

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "SCHLESSEN"

having arrived from BREMEN, HAMBURG and other ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 22nd Sept. will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on 21st inst., 1925.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELCHERS & CO., Agents.

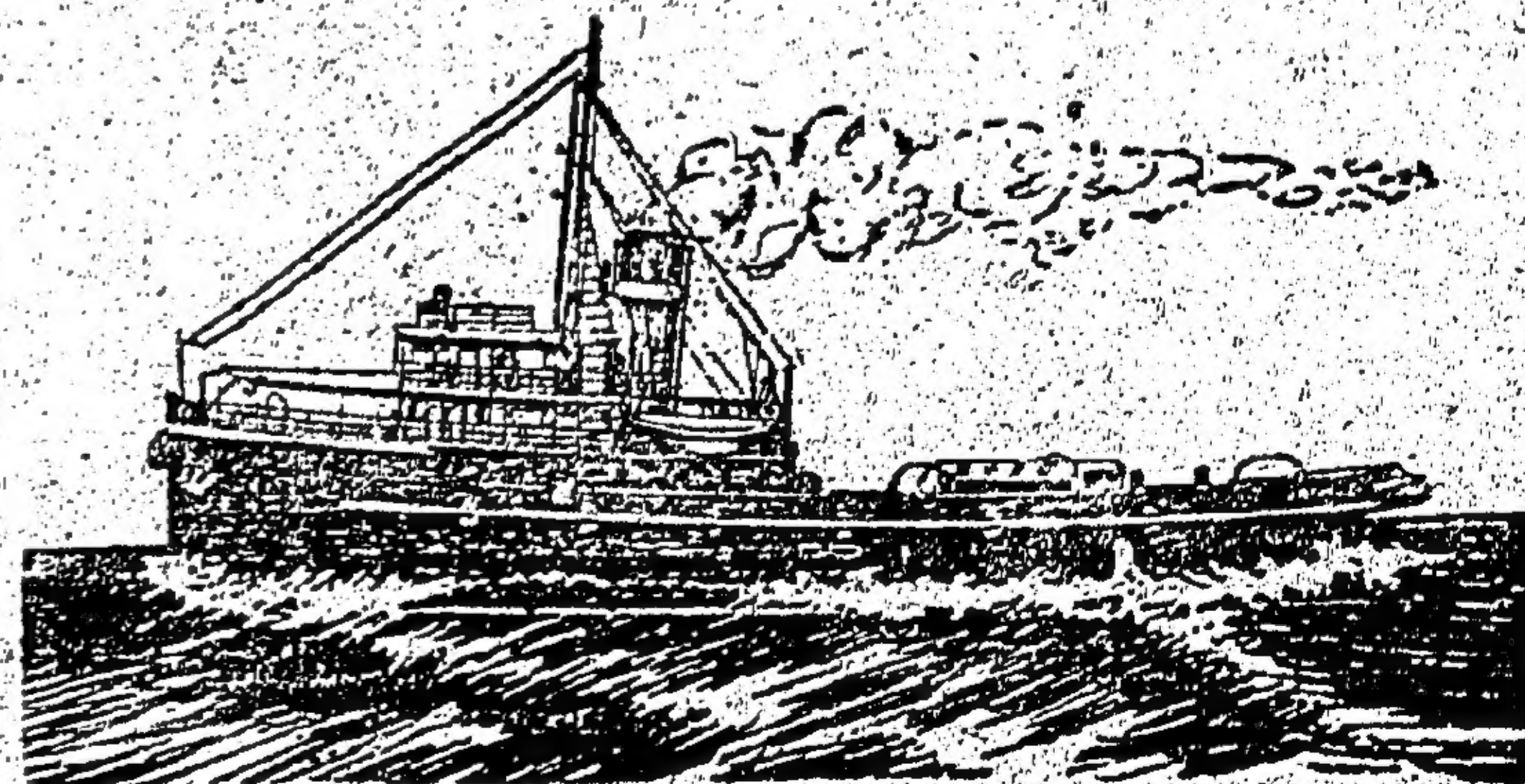
NORDDEUTSCHER LLOYD, BREMEN. Hongkong, 16th September, 1925. [2846]

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used: A1, A.B.C. 11th Edition, Engineering: First and Second Edition Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer "Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.T., Breadth 34' (m), Depth 17' (m), J.H.P. 2,000. Fitted with electrically driven submerged and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work. Please address enquiries to the Chief Manager.

E. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS

September 16th.

Fengler, Chinese str., 1,200 tons, Capt. T. Mori, from Manila, with a cargo of sugar, lying at buoy No. C38—Yue Tai Hong.

Lechin, Chinese str., 340 tons, Capt. Fan Min, from Haiphong and Macao, lying at Sham Shui Po—Kai Hing S.S. Co.

Yei Maru, Japanese str., from Canton, lying at buoy No. C14.

September 17th.

Aki Maru, Japanese str., 3,671 tons, Capt. Y. Kawashima, from Melbourne and Manila, with a general cargo, lying at buoy No. A2—N.Y.K.

Malina, British str., 1,941 tons, Capt. K. Jenkins, from London, which port she left on August 14th, with a general cargo, lying at Kowloon wharf—P. & O.

Ming Sang, British str., 960 tons, Capt. J. H. Ferguson, from Hongay, with a cargo of coal, lying at buoy No. B34—Jardine, Matheson & Co.

Portbou, French str., 7,820 tons, Capt. Mulauken, from Marseilles and Saigon. The latter port she left on September 10th, with a general cargo, lying at buoy No. A3—M.M.

President Grant, American str., 14,119 tons, Capt. M. J. Jensen, from Manila, with a general cargo, lying at Kowloon wharf—A.O.L.

President Pierce, American str., 8,373 tons, Capt. J. T. January, from San Francisco and Shanghai. The latter port she left on September 15th, with a general cargo, lying at buoy No. A1—Dollar Steamship Line.

CLEARANCES

September 17th.

Aki Maru, for Nagsaki.

Ankoku Maru, for Hoihow.

Butterlin, for Heikow.

Imatien, for Samarinda.

Kingdon, for Haiphong.

Meiho, for Shanghai.

Sunking, for Kwang Chow Wan.

Sui Sang, for Amoy.

West Prospect, for Hongkong.

Yei Maru, for Koolung.

SHIPPING MOVEMENTS

The P. & O. s.s. *Rhyber* left Shanghai for this port on September 18th at 4.30 p.m., and is due here at about 8 a.m. tomorrow.

SHIPPING NOTES

The shipping statement of yesterday showed that the total number of vessels in the harbour at 9 a.m. yesterday was 50, of which 32 were British.

For the 24 hours ended at 9 a.m. yesterday there were six arrivals, of which two were British, one American, two Japanese, and one Chinese. The departures for the same period numbered nine.

The vessels arriving were the s.s. *Koway Sang* with a general cargo from Shanghai; the s.s. *Ming Sang* from Hongay with 2,132 tons of coal; the s.s. *West Prospect* from Los Angeles and Swatow with a general and mail; the s.s. *Aki Maru* from Melbourne and Manila with mail and general cargo; the s.s. *Yei Maru* from Canton with a mail and the s.s. *Fung Lee* from Manila with 900 tons of sugar.

The vessels departing were the s.s. *Karumi* for Pukhoi; the s.s. *Fulcrum* for Haiphong; the s.s. *Schlesien* for Shanghai; the s.s. *Sekko Maru* for Saigon; the s.s. *Fu Chuan* for Singapore; the s.s. *Nichigun Maru* for Saigon; the s.s. *Cebu* for Shanghai; the s.s. *Kurehwa* for Weihaiwei and the s.s. *Nanjing* for Hoihow. Vessels clearing were the s.s. *Taiwan Maru* for Swatow; the s.s. *Krishna* for Singapore and the s.s. *Empress of Russia* for Shanghai.

Following the dock trials last Saturday of the *Changte*, built by the Hongkong and Whampoa Dock Company for Messrs. Yull & Co., of Sydney, the official trial run is taking place tomorrow at 11.30 a.m. The *Changte* sails on her maiden trip for Australian ports via Manila on September 20th.

HONGKONG TIDE TABLE

From Sept. 18th to 24th, 1925.

Day	Week	Day of Month	HIGH WATER		LOW WATER	
			H'kong Standard Time	Height	H'kong Standard Time	Height
Fri.	18	18	9 6	7 0	3 59	3 0
Satur.	19	19	9 42	7 0	3 34	2 6
Sun.	20	20	10 19	6 9	4 20	1 9
Mon.	21	21	10 41	6 9	4 47	2 3
Tues.	22	22	11 08	6 8	5 15	3 6
Wed.	23	23	11 34	6 8	5 44	3 0
Thur.	24	24	12 01	6 6	6 16	2 4
			2 2	6 4	6 56	3 8

PASSENGERS.

ARRIVALS

Per s.s. *President Grant*, on September 17th:—Mr. L. J. Blackburn.

Per M.M. s.s. *Amboise*, on September 17th:—Mrs. Tapernoux, Mr. and Mrs. d'Aurac, Mr. and Mrs. Wharton, Mr. and Mrs. Gery, Mr. Montgomery, Mrs. de la Rochefordiere, Mr. Stimson, Mr. Starr, Mr. Jacob, Rev. Tappan, Rev. Park, Mr. Blondeau.

Per s.s. *Malina*, on September 17th:—Pay-Comdr. Piddock, Mr. A. Sinclair, Mr. S. D. and Mrs. Carothers, Miss Carothers, Miss M. D. Robson, Mr. K. C. McLennan, Pay-Comdr. Hurst Trust, Mr. R. and Mrs. Jacobson, Miss Grandfield, Mr. E. G. Stewart, Mr. W. G. P. Guest, Lt. G. A. D. Cooper, Lt. Yeoman, Mr. E. F. Coggins, Miss Dakin, Mr. H. J. Pearce, Dr. L. and Mrs. Sites, Mr. and Mrs. Bellus, Bishop Sanchez, Mr. St. Arles, Mr. F. B. Quimpo, Mr. Pines, Miss M. W. Bauman, Mrs. R. Edwards, Col. C. C. Blackburn, Mrs. Gowan and child.

Per s.s. *President Pierce*, on September 17th:—Mr. R. H. Hake, Master P. Rotello, Jr., Mr. and Mrs. A. W. da Rosa, Mr. G. C. Friedgen, Mr. H. S. Kenyon, Mr. and Mrs. J. S. Agnew, Mr. W. Bingham, Mr. and Mrs. W. Bettendorf and two children, Mr. M. W. Callahan, Miss L. Callahan, Miss L. R. Cornelius, Miss L. R. Cornelius, Miss K. E. Greer, Dr. M. Griffin, Mr. O. P. la Porte, Mr. G. Kearney, Mrs. V. S. Levin, Mr. B. J. Lyons, Mrs. J. F. Messer, Mr. L. L. Rawn, Mrs. W. A. Riedel, Dr. H. C. Refo, Mr. T. D. Stevenson, Mr. and Mrs. O. E. Linquist, Mr. J. S. McCormick, Mrs. E. S. Orem, Mrs. F. N. Pugsley and daughter, Mrs. O. Poole, Mr. and Mrs. J. W. Shannon, Mr. W. M. Shoemaker, Mrs. L. R. Vail.

Per M.M. s.s. *Portbou*, on September 17th:—Mr. Fennel, Mr. P. MacKenzie, Mr. Donnis, Mr. Corry, Mr. Polios, Mr. Pellerin, Mrs. Van Der Busselt and three infants, Mr. H. Schaffer, Mr. E. A. Abraham and mother, Mr. Pichon, Mr. Betail, Mrs. de Tavernier, Mr. and Mrs. Chambers, Mr. and Mrs. Odell, Mrs. Well and two infants, Mr. and Mrs. J. Behr, Mr. and Mrs. H. M. Judges, Mrs. Ruffier, Mr. Daclos, Mr. Macleary, Mr. and Mrs. Van Haute, Mrs. G. Lavallee, Mr. and Mrs. North, Mr. and Mrs. Paul Abry, Mr. Jasson, Mr. Graff, Mr. and Mrs. Dumail, Mr. and Mrs. Loureiro, Mrs. Reynaud, Mr. Menache, Mr. T. R. Boffa, Mrs. Jehenne, Mr. Colas, Mr. and Mrs. le Roch, Mrs. C. H. Engellard, Mr. and Mrs. Robert Allix, Mr. Wilfrid, Mr. Liptis, Mr. and Miss Longa, Miss J. Enana, Mr. Gaillard, Mr. de Carvalho, Mr. and Mrs. Niel, Mr. and Mrs. Ede, Mr. Giquel, Mr. Dagorne, Rev. Planchet, Mr. and Mrs. Chaillon, Mr. Juncel, Miss N. Gage, Miss Kellogg, Mr. Bernard, Mr. Philippon.

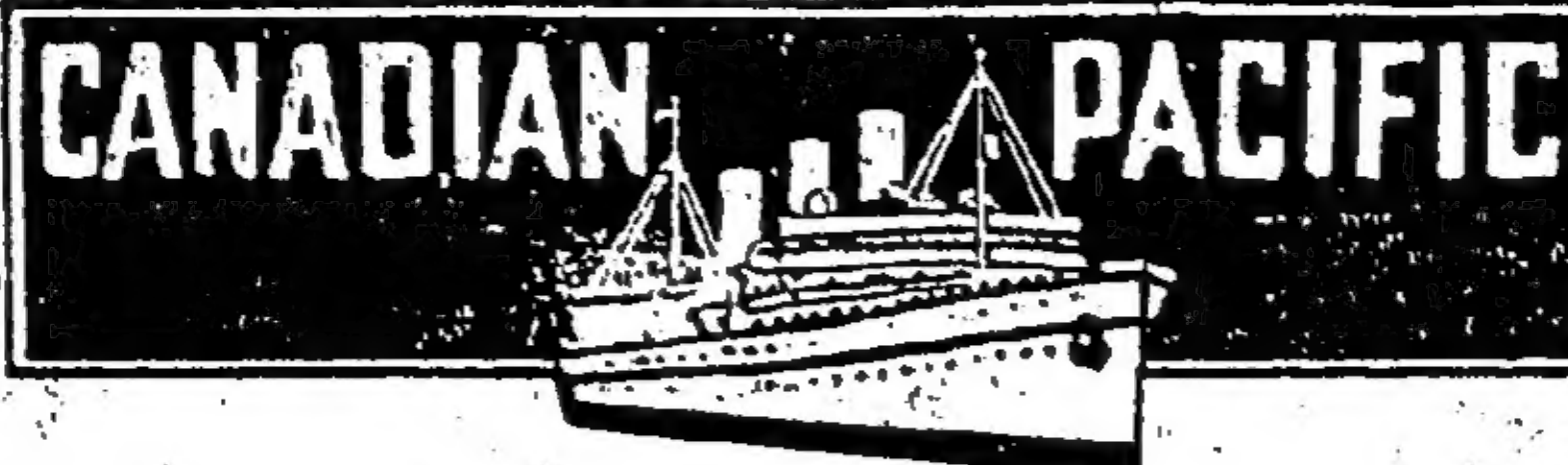
DEPARTURES

Per B.M.S. *Empress of Russia*, on September 17th:—Mr. W. T. Alexander, Miss Sara Arch, Major and Mrs. J. B. B. Bacchus, Mrs. L. Bach, Mr. E. M. Backrach, Miss A. B. Barby, Capt. and Mrs. B. Baum, Miss G. Beam, Mrs. S. B. Borden, Miss S. N. Bortlen, Miss S. T. Bound, Mr. and Mrs. W. M. Burdette, Mr. and Mrs. Allan Cameron, Capt. and Mrs. J. J. Canella and family, Mr. F. W. Chatham and son, Mr. W. T. Chan, Mr. Choo San, Mr. L. Cheng, Mrs. Chang Sze, Mr. Chong Chuen Ting, Mr. S. Church, Mr. and Mrs. L. P. Cooper, Mr. P. d'Almeida, Lieut. and Mrs. H. P. Ellis, Mrs. E. Esser and family, Mr. G. S. Foreman, Mr. T. Gibbons, Capt. M. Goodman, Mr. A. Harper, Mr. and Mrs. J. R. Harris, Dr. S. C. Ho, Mr. H. N. Howell, Mr. C. W. Hsu, Mr. and Mrs. E. V. Jensen, Miss J. Jensen, Lieut. and Mrs. J. J. Johnson, Capt. and Mrs. H. Klopfer, Miss N. L. Klopfer, Lieut. and Mrs. J. I. Lambert, Mr. and Mrs. H. C. Edmund, Mrs. N. L. Lee, Miss Lan Yum, Miss S. Lee, Miss S. Lee, Mr. and Mrs. Lee Mr. and Mrs. Lee Chu Sen and family, Mrs. Lee Sze, Mr. Robert Lewis, Miss G. K. Lewis, Mr. N. K. Lo, Mr. Lo Cheung Shin, Mr. Ma See San, Mr. and Mrs. J. McArthur, Mrs. McGowan, Miss McGowan, Dr. and Mrs. B. A. Moore, Capt. C. H. Murphy, Mr. R. H. Olson, Dr. K. C. Park, Miss R. Paul, Mr. W. H. Peters, Miss Sara Quinby, Mr. Arthur Ross, Mr. Donald Ross, Hon. Newton Rowell, Miss Mary Rowell, Miss G. M. Smith, Lieut. V. W. Smith, Capt. Suada, Mr. Tang Kwan San, Mrs. W. H. Teet, Miss O. A. Teet, Mr. Wong, Mr. Johnson Wong, Mrs. M. L. Yui, Miss C. B. Yankey, Mrs. C. Papp, Mrs. Yue Sze.

Per s.s. *Aki Maru*, on September 17th:—Mr. I. Ahe, Mr. K. Yoneda, Mr. G. Ashida, Mr. H. M. Clark, Mrs. F. F. Evans, Dr. J. Elliott, Lieut. G. S. Pierce, Mrs. G. S. Pierce and child, Mr. A. Seo, Mr. I. Yasuda, Baron M. Kusumoto, Mr. and Mrs. Hamaguchi and 2 children, Mr. M. Akiyama, Mr. M. Tamura, Mr. and Mrs. T. O'Gorman, Mr. D. Campbell, Mr. and Mrs. Y. Ito, Master Ito, Miss Ito, Mr. S. Sasaki, Mrs. T. Uyeki, Mr. Matsuo, Mr. Sakai.

VESSELS EXPECTED

Beilaers (Ben Line), due September 21st.
Empress of Australia (C.P.R.), due Sept. 23rd.
Sundon (P. & O.), for to-day.
Tadonia (B.I. & Aneur), due to-day.



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S.S. EMPRESS OF AUSTRALIA

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FOR

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VIA

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OCTOBER 2nd, 1925.

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SHIMIZU MARU ... Friday, 2nd Oct. at 11 a.m.

YOKOHAMA MARU ... Wednesday, 24th Oct.

MARBLES, LONDON & ANTWERP via Singapore & Ports

HAKONE MARU ... Tuesday, 29th Sept. at 5 p.m.

SUWA MARU ... Saturday, 10th Oct. at 11 a.m.

FUSHIMI MARU ... Saturday, 24th Oct.

HAMBURG via LONDON & ROTTERDAM.

TSURUGA MARU ... Middle of Oct.

LIVERPOOL via ADEN & MARSEILLES.

DURBAN MARU ... Saturday, 3rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 23rd September

AKI MARU ... Wednesday, 21st Oct.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

CALCUTTA via Singapore, Penang & Bangoon.

MURORA MARU ... Wednesday, 9th Sept.

BOMBAY via Singapore, Penang & Colombo.

TOYOOKA MARU ... Monday, 23rd Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 17th Sept.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU (Kobe direct) ... Sunday, 20th Sept.

HAKOZAKI MARU ... Sunday, 20th Sept.

TSUSHIMA MARU ... Monday, 21st Sept.

DELGOA MARU ... Wednesday, 30th Sept.

For further information, apply to—NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TIENSIN	... "CHIPSING"	... Tuesday, 22nd Sept. at Noon.
STRAITS & CALCUTTA	... "SUISANG"	... Tuesday, 22nd Sept. at 3 p.m.
KOBE via SHANGHAI	... "KUNSAUNG"	... Saturday, 26th Sept. at 7 a.m.
STRAITS & CALCUTTA	... "LAISANG"	... Saturday, 26th Sept. at 3 p.m.
STRAITS & CALCUTTA	... "HOSANG"	... Monday, 13th Oct. at 3 p.m.

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HONGKONG—BORNEO LINE	... EVERY TUESDAY From Box Post
HONGKONG—TIENSIN LINE	... EVERY FORTNIGHT
HONGKONG—HANGKOK LINE	... EVERY WEEK

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GENERAL MANAGERS

TELEPHONE CENTRAL No. 215.

[10]

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JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Day	Leaves Hongkong
"GLENSHIRE"	...	20th Sept.
"GLENAPP"	...	29th
"CARMARTHENSHIRE"	...	15th Oct.
"GLENLUCE"	...	1st Nov.
"CARMARTHENSHIRE"	...	12th
"GLENBEG"	...	26th

HOMWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENAMORY"	...	3rd Oct.
	London, Rotterdam & Hamburg.	

Movements are subject to change without notice.

For Freight or Passage, please apply to—

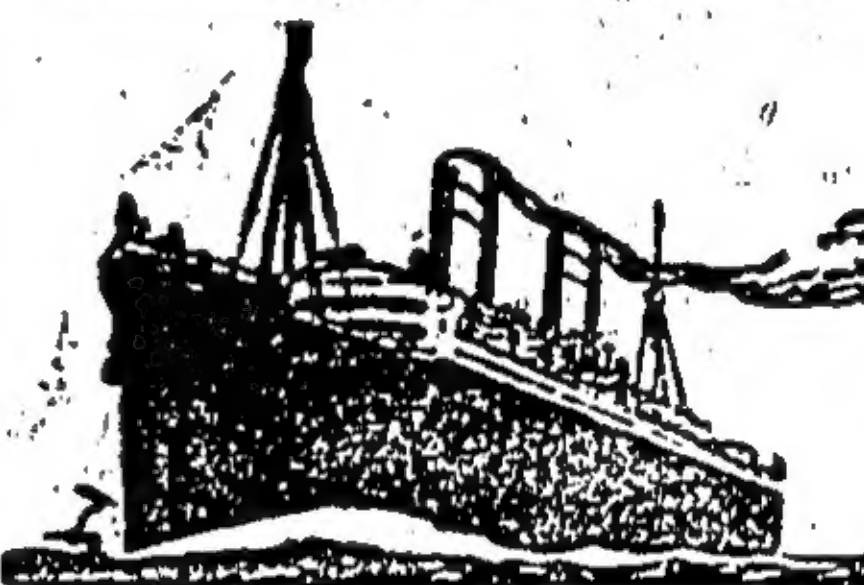
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[11]

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"ACCOMMODATION FOR 100 CABIN CLASSES AND 150 INTERMEDIATE CLASSES PASSENGERS."	SHANGHAI AND JAPAN.	GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BATAVIA, COLOMBO AND PORT SAID.
"PEALZ"	10th October	14th October, 1925
"TRIET"	7th November	14th November, "
"SAARBRUECKEN"	6th December	12th December, "
"COLENZ"	2nd January	12th January, 1926
"ANHALT"	30th January	7th February, "
"FULDA"	27th February	4th April, "
"DEFFLINGER"	24th March	1st May, "
"TRIET"	24th April	28th May, "
"SAARBRUECKEN"		

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3, Queen's Building, Charter Road.

Agents, HONGKONG.

[12]

HAMBURG AMERIKA LINIE.

SAILING FOR SHANGHAI AND JAPAN.

S.S. "OLDENBURG" (due from Europe) ... 29th Sept.

SAILINGS FOR ROTTERDAM AND HAMBURG.

S.S. "FUERST BUELOW" ... 8th Oct.
S.S. "MOENSTERLAND" (calling at Genoa) ... 13th Oct.
S.S. "OLDENBURG" (calling at Genoa) ... 5th Nov.

§ Excellent accommodation for 40 passengers in Cabin class, Hongkong to Genoa—£75.

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Tel. C. 2225.

[13]

ON SALE.

HONGKONG HARBOR REPORTS
of the
LEGISLATIVE COUNCIL
Session 1924.

Revised by the Members.

PR/98

Daily Press Office

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CONTAINING ALL THE WEEK'S

LOCAL NEWS.

The Press and Home.

